

THE COMPREHENSIVE PLAN FOR THE CITY OF CAMBRIDGE

July 11, 2016



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COMPREHENSIVE PLAN

FOR THE CITY OF CAMBRIDGE

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FORWARD

The Comprehensive Plan is a guide to a city's future that provides a way to synthesize various forms of current information and trends with the vision for the future, creating one concise, comprehensive document.

The Local Land Use Planning Act (LLUPA), which was first adopted in 1975 by the Idaho Legislature, describes the purpose of the Act and mandates that all cities and counties develop a Comprehensive Plan. The Act identifies the chapters that should be placed in the plan, but does not tell local governments how to develop their plans, what sources to use for information and documentation, or how to assemble the plan. These elements are the responsibility of each jurisdiction. The sixteen chapters of the Comprehensive Plan work as one, but in order for the reader to use the document more easily, subsections have been established. The subsections are developed to focus on similar subject matter.

This Comprehensive Plan has sixteen chapters that include Property Rights, Population, Housing, Economic Development, Land Use, Agriculture, Transportation, Airport Facilities, Public Services, Facilities and Utilities, National Interest Electric Transmission Corridors, Community Design, Parks and Recreation, School Facilities and Transportation, Cultural and Historical Sites, Natural Resources and Hazardous Areas. The seventeenth is not a chapter, but the policies or implementation of each chapter's goals and objectives.

The act of Comprehensive Planning is an involved process, designed to reflect the needs and desires of the community it is intended to benefit. A plan should give the public, businesses and government agencies a clear understanding of the City's intentions and desires regarding its future development, maximizing cooperation and minimizing potential conflicts. The plan is intended to be a set of positive, rather than restrictive, statements concerning what the City of Cambridge wishes to be and to accomplish. The goal of the plan is to introduce long-range consideration into the determination of short-range actions.

Although the year 2045 is used as a planning reference date, the plan is related more to circumstances than to a specific future date. Due to the incremental, gradual, and often unpredictable nature of community development, no fixed date can apply to all the goals, strategies and proposals expressed in a plan.

Planning is a continuous process. As conditions change and new information becomes available, objectives and priorities of the City may change; goals, objectives and strategies may be modified. This Plan is intended to be the public growth policy of the City of Cambridge and as such, must be responsive to change, forward-looking and be publicly supported. The Comprehensive Plan should be regularly reviewed and revised if necessary, to reflect the community's changing attitudes and desires.

The Comprehensive Plan should not be viewed as a final statement of the City's vision. In time the population will change, the goals may be redefined, and the physical environment in which

residents live and work will be altered. This Plan simply represents a consensus at a particular point in time on planning issues and strategies. Therefore,, it is recommended that the Plan be periodically revised to respond to and reflect changing conditions.

The Comprehensive Plan contains a narrative representing sixteen planning elements. Each component is developed into chapters that include goal(s), objectives and policies/implementation statements, and graphic elements of the Plan, such as maps and exhibits. This plan is intended to facilitate the land use decision making process by covering the major categories of physical development in relation to the needs of the citizens.

The Plan contains background information about existing conditions, historical context and trends related to the topics of each chapter. The discussion also presents background information regarding the community purposes and needs that should be addressed within each chapter.

It is important to define the following terms: goals, objectives, and policies/implementation. Below is a description of these areas of the plan.

GOALS:

Goals usually are stated in broad terms to reflect community-wide values. The ultimate purpose of a goal is stated in a way that is general in nature and not quantifiable. Goals provide the community a direction in which to travel, not a location to reach. Each goal should be consistent with vision and/or mission statements.

OBJECTIVES:

The objectives statement defines the meaning of the goal, describes how to accomplish the goal, and suggests a method of accomplishing it. An objective advances a specific purpose, aim, ambition or element of a goal. It can describe the end state of the goal, its purpose, or a course of action necessary to achieve the goal. Unlike goals, objectives should be statements that are both specific and tangible. Each objective is a step toward achieving a goal.

POLICIES/IMPLEMENTATION

Policies are specific statements that guide actions, imply clear commitment and express the manner in which future actions will be taken. They are, however, flexible rules that can adapt to different situations and circumstances. Policies should be statements or guiding principles that imply a clear commitment to a specific purpose.

The **CAMBRIDGE COMPREHENSIVE PLAN** is the primary document which guides land use within the City of Cambridge and its Area of City Impact. It is also the plan that identifies and expresses the quality of life that Cambridge residents desire. The purpose of the Comprehensive Plan is to integrate the concerns and expressions of the community into a document that recommends how the City should grow and develop. All legislative requirements, specifically the Idaho Local Planning Act must also be addressed in the plan. The plan uses maps and narrative to describe the City, provides a vision of a desired future, and recommends specific measures to reach that future. The components specified in the *Idaho Code* include those listed below.

Seventeen Elements of the Comprehensive Plan

Idaho Code Section 67-6508. PLANNING DUTIES state that: “It shall be the duty of the planning department or planning and zoning commission to conduct a comprehensive planning process designed to prepare, implement, and review and update a comprehensive plan, hereafter referred to as the plan. The plan shall include all land within the jurisdiction of the governing board. The plan shall consider previous and existing conditions, trends, desirable goals and objectives, or desirable future situations for each planning component. The plan with maps, charts, and reports shall be based on the following components as they may apply to land use regulations and actions unless the plan specifies reasons why a particular component is unneeded.

- (a) **Property Rights** -- An analysis of provisions which may be necessary to insure that land use policies, restrictions, conditions and fees do not violate private property rights, adversely impact property values or create unnecessary technical limitations on the use of property and analysis as prescribed under the declarations of purpose in chapter 80, title 67, Idaho Code.
- (b) **Population** -- A population analysis of past, present, and future trends in population including such characteristics as total population, age, sex, and income.
- (c) **School Facilities and Transportation** -- An analysis of public school capacity and transportation considerations associated with future development.
- (d) **Economic Development** -- An analysis of the economic base of the area including employment, industries, economies, jobs, and income levels.
- (e) **Land Use** -- An analysis of natural land types, existing land covers and uses, and the intrinsic suitability of lands for uses such as agriculture, forestry, mineral exploration and extraction, preservation, recreation, housing, commerce, industry, and public facilities. A map shall be prepared indicating suitable projected land uses for the jurisdiction.
- (f) **Natural Resource** -- An analysis of the uses of rivers and other waters, forests, range, soils, harbors, fisheries, wildlife, minerals, thermal waters, beaches, watersheds, and shorelines.
- (g) **Hazardous Areas** -- An analysis of known hazards as may result from susceptibility to surface ruptures from faulting, ground shaking, ground failure, landslides or mudslides; avalanche hazards resulting from development in the known or probable path of snowslides and avalanches, and floodplain hazards.
- (h) **Public Services, Facilities, and Utilities** -- An analysis showing general plans for sewage, drainage, power plant sites, utility transmission corridors, water supply, fire

stations and firefighting equipment, health and welfare facilities, libraries, solid waste disposal sites, schools, public safety facilities and related services. The plan may also show locations of civic centers and public buildings.

(i) **Transportation** -- An analysis, prepared in coordination with the local jurisdiction(s) having authority over the public highways and streets, showing the general locations and widths of a system of major traffic thoroughfares and other traffic ways, and of streets and the recommended treatment thereof. This component may also make recommendations on building line setbacks, control of access, street naming and numbering, and a proposed system of public or other transit lines and related facilities including rights-of-way, terminals, future corridors, viaducts and grade separations. The component may also include port, harbor, aviation, and other related transportation facilities.

(j) **Recreation** -- An analysis showing a system of recreation areas, including parks, parkways, trailways, river-bank greenbelts, beaches, playgrounds, and other recreation areas and programs.

(k) **Special Areas or Sites** -- An analysis of areas, sites, or structures of historical, archeological, architectural, ecological, wildlife, or scenic significance.

(l) **Housing** -- An analysis of housing conditions and needs; plans for improvement of housing standards; and plans for the provision of safe, sanitary, and adequate housing, including the provision for low-cost conventional housing, the siting of manufactured housing and mobile homes in subdivisions and parks and on individual lots which are sufficient to maintain a competitive market for each of those housing types and to address the needs of the community.

(m) **Community Design** -- An analysis of needs for governing landscaping, building design, tree planting, signs and suggested patterns and standards for community design, development, and beautification.

(n) **Agriculture** -- An analysis of the agricultural base of the area including agricultural lands, farming activities, farming-related businesses and the role of agriculture and agricultural uses in the community.

(o) **Implementation** -- An analysis to determine actions, programs, budgets, ordinances, or other methods including scheduling of public expenditures to provide for the timely execution of the various components of the plan.

(p) **National Interest Electric Transmission Corridors** -- After notification by the public utilities commission concerning the likelihood of a federally designated national interest electric transmission corridor, prepare an analysis showing the existing location and possible routing of high voltage transmission lines, including national interest electric transmission corridors based upon the United States department of energy's

most recent national electric transmission congestion study pursuant to sections 368 and 1221 of the energy policy act of 2005. "High-voltage transmission lines" means lines with a capacity of one hundred fifteen thousand (115,000) volts or more supported by structures of forty (40) feet or more in height.

(q) **Public Airport Facilities** -- An analysis prepared with assistance from the Idaho transportation department division of aeronautics, if requested by the planning and zoning commission, and the manager or person in charge of the local public airport identifying, but not limited to, facility locations, the scope and type of airport operations, existing and future planned airport development and infrastructure needs, and the economic impact to the community.

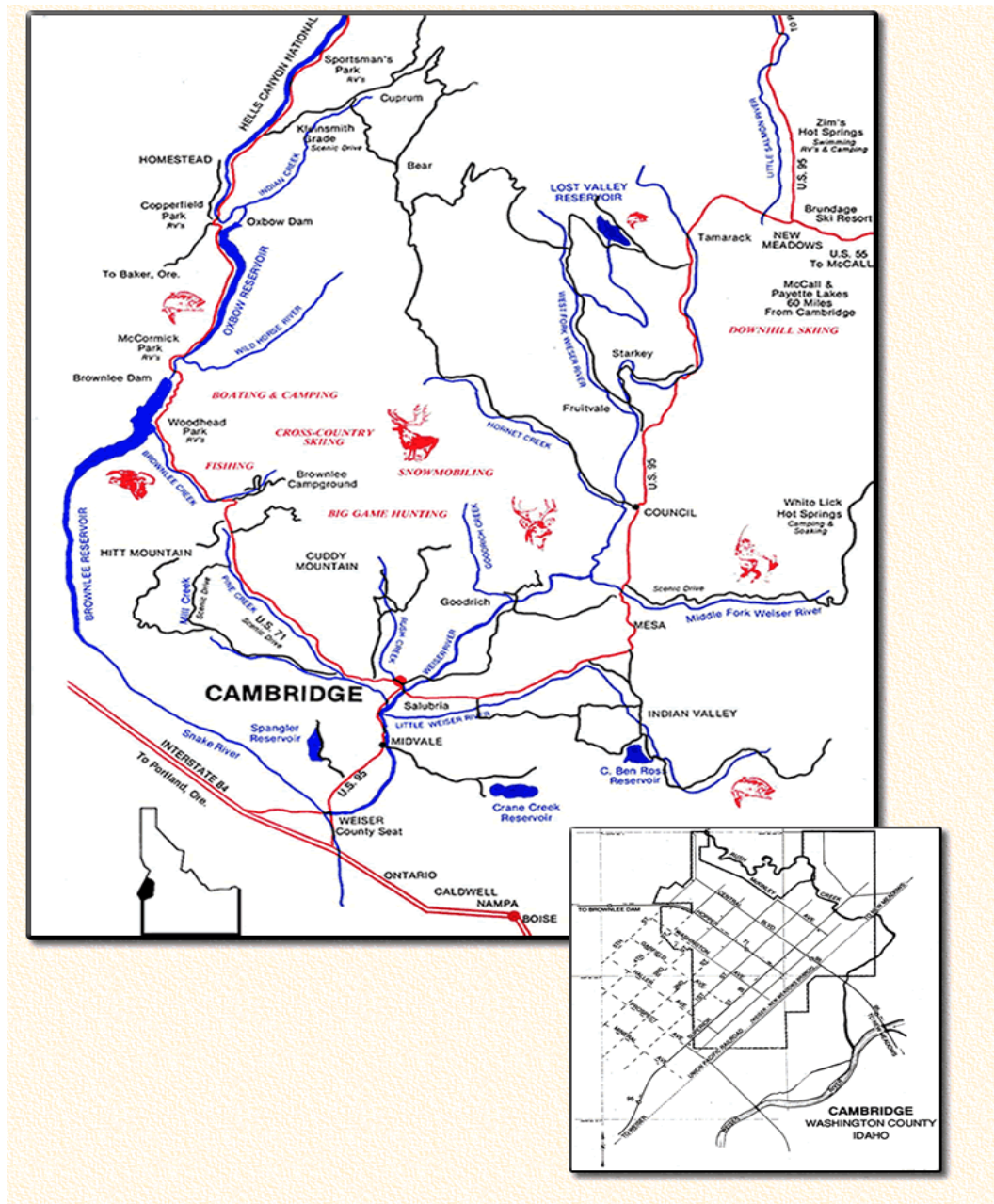
FORMAT FOR THE COMPREHENSIVE PLAN

The 2016 updated Cambridge Comprehensive Plan is presented in portrait format for easy reading. For convenience, each of the seventeen elements is outlined as a chapter with the glossary of terms and Comprehensive Plan Map provided as Exhibit 1 at the end of the Comprehensive Plan.

HISTORY OF CAMBRIDGE

Cambridge, with a population of about 249 has gone through ups and downs typical of the rural areas of Idaho. Situated in northern Washington County, it lies, as it has throughout its history, at the crossroads, both literally and metaphorically. In 1862, a wagon train under Tim Goodale camped in the area while men built a wagon road across the mountains to the Snake River and Brownlee Ferry. The time coincided with the passage of the Homestead Act, and within the next decade a thriving little settlement known as Salubria, on the old Native American trail, grew up at the heart of a fertile agriculture area. With the excitement of the mines on Cuddy Mountain, Thunder Mountain, Seven Devils, and Mineral, Salubria became the source of supplies for the miners and a supply depot for the freighting from Boise City and eastern Oregon. Because of a controversy between landowners and the railroad, the PI&N tracks were laid on the west side of the Weiser River, and the train rolled into Cambridge in 1900, officially establishing a new town. It was the site of a CCC camp in the 1930s, and again a supply depot, during the influx of men and equipment for the building of the Brownlee, Oxbow and Hells Canyon dams on the Snake River.

EXHIBIT 1 – VICINITY MAP OF THE CITY OF CAMBRIDGE



CITY OF CAMBRIDGE STATEMENT OF PURPOSE

Based upon the Local Land Use Planning Act, Idaho Code 67-6508, the purpose of the CAMBRIDGE Comprehensive Plan is to promote the health, safety, and general welfare of the people of the City of CAMBRIDGE and its Impact Area as follows:

- To protect property rights while making accommodations for other necessary types of development such as low-cost housing and mobile home parks.
- To ensure that adequate public facilities and services are provided to the people at reasonable cost.
- To ensure that the economy of the state and localities is protected.
- To ensure that the important environmental features of the state and localities are protected.
- To encourage the protection of prime agricultural, forestry, and mining lands for production of food, fiber, and minerals.
- To encourage urban and urban-type development within incorporated cities.
- To avoid undue concentration of population and overcrowding of land.
- To ensure that the development on land is commensurate with the physical characteristics of the land.
- To protect life and property in areas subject to natural hazards and disasters.
- To protect fish, wildlife, and recreation resources.
- To avoid undue water and air pollution.
- To allow local school districts to participate in the community planning and development process so as to address public school needs and impacts on an ongoing basis.
- To protect public airports as essential community facilities that provides safe transportation alternatives and contributes to the economy of the state.

The City of CAMBRIDGE has adopted a vision statement as describe below. Keep the vision statement in mind as you review this document.

CITY OF CAMBRIDGE VISION STATEMENT

Our Vision

Cambridge is a highly livable community where residents enjoy the opportunity to prosper: to have access to high quality education; to stay connected through excellent broadband communications; to enjoy good local shopping and commercial services; and to live healthy lifestyles in a small town rural environment.

Our town supports balanced growth that does not overwhelm public services. People living here or wanting to live here can find a variety of housing choices regardless of personal income levels.

Cambridge looks to the future, while staying grounded in our past.

Our Guiding Principles

In order to achieve and maintain this vision, this Plan guides our behavior through the following principles:

- Respect the rights of all property owners in accordance with Idaho State Code.
- Support growth in a way that honors traditional local values and maintains the historical character of the community.
- Keep public services viable and financially sound.
- Strive for strong educational access for all ages.
- Be proactive about supporting work and lifestyle opportunities for local residents.
- Protect our traditions for enhancing the local environment.
- Promote recreation and access to open space for the community.

CHAPTER ONE – PROPERTY RIGHTS

1.0 Executive Summary

The issues regarding property rights are divided into two categories: Federal Standards and Idaho State Requirements. Federal decisions regarding the “Takings Issue” are explored in this chapter, such as the *Kelo v. City of New London*, *Nollan v. California Coastal Commission*, *Dolan v. City Tigard*, *Lucas v. South Carolina Coastal Council*, *Florida Rock Industries, Inc. v United States* and *Tahoe-Sierra Preservation Council, Inc et al. v. Tahoe Regional Planning Agency et. al.* These are some of the leading Federal and State law cases regarding property rights.

The chapter also includes a checklist from the Office of the Attorney General of the State of Idaho to help governments avoid “takings” when handling regulatory or administrative issues for property.

All citizens have property rights and when land use decisions are made, cities and counties must assure that an individual’s property rights are not being violated. A land use regulation or action must not be unduly restrictive so that it causes a “taking” of landowner’s property without just compensation.

The Fifth Amendment to the United States Constitution states “nor shall private property be taken for public use, without just compensation.” In the land-use control context, if the land-use ordinance, regulation or decision is so restrictive as to deprive the owner of economically viable use of the property, then the property has, for all practical purposes, been taken by “inverse condemnation.”

1.1 Federal Standards

Whether or not a land use decision should be prohibited by the Fifth Amendment to the United States Constitution has been a difficult task for the courts, including the Supreme Court, to resolve. Determining when a government action amounts to a taking, requiring either compensation or invalidation of the action for violation of due process, is not a simple undertaking. The Supreme Court itself has candidly admitted that it has never been able to develop a “set formula” to determine when “justice and fairness” require that economic injuries caused by public action be compensated by the government, rather than remain disproportionately concentrated on a few persons.” (*Penn Central Transportation Co.v. New York City*, 436 U. S. 104 124 [1978]). Instead, the high court has observed “whether a particular restriction will be rendered invalid by the government’s failure to pay for any losses proximately caused by it depends largely upon the particular circumstances [in that] case” (*id.* at 488). The question of whether a regulation has gone too far and a taking has occurred has been an ad hoc, factual inquiry (*id.*).

1.2 State Requirements

Idaho State Legislature amended Section 67-6508 of the Idaho Code to include “an analysis of provisions which may be necessary to insure that land-use policies, restrictions, conditions and fees do not violate private property rights, adversely impact values or create unnecessary technical limitations on the use of property.” [67-6508 (a)].

Although a comprehensive plan that contains such language does not provide an absolute defense to a taking claim, some courts give weight to comprehensive plans when they consider Taking problems. They are impressed by a municipality’s efforts to plan and the usual planning process that strives to comprehensively balance land use opportunities throughout a given community.

1.3 State Changes to Taking Issues in response to Kelo v. City of New London

The following is an abstract of this United States Supreme Court case:

Kelo v. City of New London
U.S. (June 23, 2005)
Docket Number: 04-108
Abstract

Facts of the Case

New London, a City in Connecticut, used its eminent domain authority to seize private property to sell to private developers. The City said developing the land would create jobs and increase tax revenues. Kelo Susette and others whose property was seized sued New London in state court. The property owners argued the City violated the Fifth Amendment’s takings clause, which guaranteed the government will not take private property for public use without just compensation. Specifically the property owners argued taking private property to sell to private developers was not public use. The Connecticut Supreme Court ruled for New London.

Question Presented

Does a City violate the Fifth Amendment’s takings clause if the City takes private property and sells it for private development, with the hopes the development will help the City’s bad economy?

Conclusion

No. In a 5-4 opinion delivered by United States Justice John Paul Stevens, the majority held that the City’s taking of private property to sell for private development qualified as a “public

use” within the meaning of the takings clause. The City was not taking the land simply to benefit a certain group of private individuals but rather was following an economic development plan. Such justifications for land takings, the majority argued, should be given deference. The takings here qualified as “public use” despite the fact that the land was not going to be used by the public.

The Fifth Amendment did not require “literal” public use, the majority said, but the “broader and more natural interpretation of public use as ‘public purpose.’”

Spurred by the recent U.S. Supreme Court ruling the State of Idaho, 2006 Idaho Legislature responded with 4 bills:

House Bill No: 555 was passed in the 2006 Idaho Legislature which stated that:
7-701A LIMITATION ON EMINENT DOMAIN FOR PRIVATE PARTIES, URBAN
RENEWAL OR ECONOMIC DEVELOPMENT PURPOSES.

(1) This section limits and restricts the State of Idaho, its instrumentalities, political subdivisions, public agencies, or bodies corporate and politic of the state to condemn any interest in property in order to convey the condemned interest to a private interest to person as provided herein.

(2) Eminent domain shall not be used to acquire private property:

(a) For any alleged public use which is merely a pretext for the transfer of the condemned property or any interest in that property to a private party; or

(b) For the purpose of promoting or effectuating economic development; provided however, that nothing herein shall affect the exercise of eminent domain:

- (i) Pursuant to Chapter 15, Title 70, Idaho Code, and Title 42, Idaho Code; or
- (ii) Pursuant to Chapters 19, 20 or 29, Title 50, Idaho Code, except that no private property shall be taken through exercise of eminent domain within the area of operation of a housing authority or within an urban renewal area or within a deteriorated or deteriorating area or within a competitively disadvantaged border community area unless the specific property to be condemned is proven by clear and convincing evidence to be in such condition that it meets all of the requirements:

1. The property, due to general dilapidation, compromised structural integrity, or failed mechanical systems, endangers life or endangers property by fire or by other perils that pose an actual identifiable threat to building occupants; and

2. The property contains specifically identifiable conditions that pose an actual risk to human health, transmission of disease, juvenile delinquency or criminal content; and

3. The property presents an actual risk of harm to the public health,

safety, morals or general welfare; or

(iii) For those public and private uses for which eminent domain is expressly provided in the constitution of the State of Idaho.

(3) This section shall not affect the authority of a governmental entity to condemn a leasehold estate on property owned by the governmental entity.

The rationale for condemnation by the governmental entity proposing to condemn property shall be freely reviewable in the course of judicial proceedings involving exercise of the power of eminent domain.

In addition, the 3 additional bills, **SB1243**, **SB1247** and **SB1429** were passed in 2006. These bills are described below:

SB1243 - Requires condemners to clearly set forth in the complaint a description of the property and property rights to be acquired.

SB1247 - Permits a “quick take” procedure to be used by condemning authorities to take possession of private property prior to trial. Also, all condemning authorities may now use this process, not just the State.

SB1429 - Requires condemners to stand by their last pre-litigation offer and set that amount as a floor for just compensation.

1.4 Office of the Attorney General Checklist

In an effort to provide guidance with regards to “takings,” the Office of the Attorney General of the State of Idaho has prepared the following checklist and website in reviewing the potential impact of regulatory or administrative actions upon specific property.

<http://www2.state.id.us/ag/manuals/regulatorytaking.pdf>

1. Does the Regulation or Action Result in a Permanent/Temporary Physical Occupation or Private Property?

Regulation or action resulting in a permanent or temporary physical occupation of all or a portion of private property will generally constitute a “taking.” For example, a regulation that required landlords to allow the installation of cable television boxes in their apartments was found to constitute a “taking” (see *Loretto v. Teleprompter Manhattan CATV Corp.*, 458 U.S. [1982]).

2. Does the Regulation or Action Require a Property Owner to Dedicate a Portion of Property or to Grant an Easement?

Carefully review all regulations requiring the dedication of property or granting of an easement. The dedication of property must be reasonably and specifically designed to prevent or compensate, for adverse impacts of the proposed development. Likewise, the magnitude of the burden placed on the proposed development should be reasonably related to the adverse impacts created by the development. The court will also consider whether the action in question substantially advances a legitimate state interest.

For example, the United States Supreme Court determined in *Nollan v. California Coastal Commission* 483 U.S. 825 (1987) that compelling an owner of waterfront property to grant a public easement across his property that does not substantially advance the public's interest in beach access, constitutes a "taking." Likewise, the United States Supreme Court held that compelling a property owner to leave a *public* green way, as opposed to a private one, did not substantially advance protection of a floodplain and was a "taking." *Dolan v. City Tigard*, 114 U.S. 2309 [June 24, 1994]).

3. Does the Regulation Deprive the Owner of All Economically Viable Uses of the Property?

If a regulation prohibits all economically viable or beneficial uses of the land, it will likely constitute a "taking." In this section, the agency can avoid liability for just compensation only if it can demonstrate that the proposed uses are prohibited by the laws of nuisances or other preexisting limitation on the use of the property. See *Lucas v. South Carolina Coastal Council*, 505 U.S. 1003, 112 S. Ct. 2886 (1992).

Unlike 1 and 2 above, it is important to analyze the regulation's impact on the property as a whole, and not just the impact on a portion of the property. It is also important to assess whether there is any profitable use of the remaining property available. See *Florida Rock Industries, Inc. v United States*, 18 F. 3d 1560 [Fed. Cir. 1994]. The remaining use does not necessarily have to be the owner's planned use, a prior use, or the highest and best use of the property. One factor in this assessment is the degree to which the regulatory action interferes with a property owner's reasonable investment-backed expectations.

Carefully review regulations requiring that the entire particular parcel of land be left substantially in its natural state. A prohibition of all economically viable uses of the property is vulnerable to a takings challenge. In some situations, however, there may be pre-existing limitations on the use of property that could insulate the government from takings liability.

4. Does the Regulation have a Significant Impact on the Landowner's Economic Interest?

Carefully review regulations that have a significant impact on the owner's economic interest. Courts will often compare the value of property before and after the impact of challenged regulations. Although a reduction in property value alone may not be a

“taking,” a severe reduction in property value often indicates a reduction or elimination of reasonably profitable uses. Another economic factor courts will consider is the degree to which the challenged regulation impacts any development rights of the owner. These economic factors are normally applied to the property as a whole.

A moratorium as a planning tool may be used pursuant to Idaho Code §67-6523 – Emergency Ordinances and Moratoriums (written findings of imminent peril to public health, safety or welfare; may not be longer than 120-days); and Idaho Code §67-6524 – Interim Ordinances and Moratoriums; (written findings of imminent peril to public health, safety or welfare; the ordinance must state a definite period of time for the moratorium). Absence of the written findings may prove fatal to a determination of the reasonableness of the government action.

The Idaho moratorium provisions appear to be consistent with the United States Supreme Court’s interpretation of moratorium as a planning tool as well. In *Tahoe-Sierra Preservation Council, Inc et al. v. Tahoe Regional Planning Agency et al.*, (Slip Opinion No.00-1167, April 23, 2002); the Court held that planning moratoriums may be effective land use planning tools.

Generally, moratoriums in excess of one year should be reviewed with skepticism, but should be considered as one factor in the determination of whether a taking has occurred. An essential element pursuant to Idaho law is the issuance of written findings in conjunction with the issuance of moratoriums. See Idaho Code §§67-6523 -6524.

5. Does the Regulation Deny a Fundamental Attribute of Ownership?

Regulations that deny the landowner a fundamental attribute of ownership - -including the right to possess, exclude others and dispose of all or a portion of the property - - are potential takings. The United States Supreme Court recently held that requiring a public easement for recreation purposes where the harm to be prevented was to the floodplain was a “taking.” In finding this to be a “taking,” the Court stated:

The City never demonstrated why a public greenway, as opposed to a private one, was required in the interest of flood control. The difference to the petitioner, of course, is the loss of her ability to exclude others.... [T]his right to exclude others is “one of the most essential sticks in the bundle of rights that are commonly characterized as property.” *Dolan v. City of Tigard*, 512 U.S. 374, 114 S. Ct. 2309 (1994).

The United States Supreme Court has also held that barring an inheritance (an essential attribute of ownership) of certain interests in land held by individual by members of an Indian tribe constituted a “taking.” *Hodel v. Irving*, 481 U.S. 704, S. Ct. 2076 (1987).

6.(a) Does the Regulation Serve the Same Purpose that Would be Served by Directly Prohibiting the Use or Action; and (b) Does the Condition Imposed Substantially Advance that Purpose?

A regulation may go too far and may result in a takings claim where it does not substantially advance a legitimate governmental purpose. *Nollan v. California Coastal Commission*, 483 U.S. 825, 107 S. Ct. 3141 (1987); *Dolan v. City of Tigard*, 512 U.S. 374, 114 S. Ct. 2309 (1994).

In *Nollan*, the United States Supreme Court held that it was an unconstitutional “taking” to condition the issuance of a permit to landowners on the grant of an easement to the public to use their beach. The Court found that since there was no indication that the *Nollan*’s house plans interfered in any way with the public’s ability to walk up and down the beach, there was no “nexus” between any public interest that might be harmed by the construction of the house, and the permit condition. Lacking this connection, the required easement was just as unconstitutional as it would be if imposed outside the permit context.

Similarly, regulatory actions that closely resemble, or have effects of a physical invasion or occupation of property, are more likely to be found to be takings. The greater the deprivation of use, the greater the likelihood that a “taking” will be found. See a detailed list of significant federal “taking” cases in the Attorney General’s website.

GOAL 1: **Preserve and protect private property rights within the bounds of Federal and State law.**

OBJECTIVE 1: Ensure that all land use regulations and procedures are reviewed and
OBJECTIVE follow due process of law.

POLICY 1 : The City should conduct an annual review of all applicable land use rulings.

POLICY 2: The City should ensure that the reviews of all land use proposals are in accordance with the Attorney General’s Idaho Regulatory Takings Act Checklist as identified in Section 1.4 of this Chapter.

POLICY 3 : The City shall utilize the Idaho Regulatory Takings Analysis as requested by the public.

CHAPTER TWO - POPULATION AND GROWTH

2.0 Introduction

The City of Cambridge's population has varied over the years. The largest population was 473 in 1960 and the smallest population was 249 in 2013, according to the US Census and the American Community Survey. The Association of Idaho Cities (AIC) has reported that the population of the City of Cambridge is 315, based upon its latest census update. It should be noted that the City of Cambridge uses the AIC population as its official population number.



2.1 Population Trends

The City of Cambridge's population has fluctuated over the last 40 years as shown in Exhibit 2.

EXHIBIT 2 – Population History

YEAR	1970	1980	1990	2000	2010	2013
CAMBRIDGE	383	428	374	360	328	249*
WASHINGTON COUNTY	7,633	8,803	8,550	9,977	10,198	10,094
STATE OF IDAHO	713,015	944,127	1,006,749	1,293,953	1,567,582	1,583,364

Source: The American Community Survey (ACS) of the Census Bureau and U.S. Census Bureau

*The Association of Idaho Cities (AIC) has reported that the population of the City of Cambridge is 315, based upon their latest census update.

Exhibit 3 shows that the population of the City of Cambridge has decreased from 1990 to 2000 by 3.80 percent. From 2000-2013 the population has decreased by 30.8 percent. Based upon the AIC current population of 315, the City's population has decreased by 26.5 percent. Washington County and the state of Idaho populations both increased during this time period.

Exhibit 3 – Population Change Percent

	1990-2000	2000-2013
Cambridge	-3.80%	- 30.8%
Washington County	16.70%	1.2%
State of Idaho	28.5%	1%

Source: The American Community Survey (ACS) of the Census Bureau and U.S. Census Bureau

In Exhibit 4, the City's population by age and gender shows that 43 inhabitants were lost under the age of 18. In the working class population from 18 to 64 years of age, 50 inhabitants were lost and the senior population at the ages of 65 and over lost 18 inhabitants, during a 13 year period between the years 2000 to 2013.

Exhibit 4 - City of Cambridge Age /Gender Distribution & Change 2000-2013

Year	2000		2013	
TOTAL POPULATION	360		249	
under 18	87	24.2%	44	17.7%
18-34	47	13.1%	34	13.7%
35-44	46	12.8%	19	7.6%
45-64	102	28.3%	92	36.9%
65 and over	78	21.7%	60	24.1%

Source: The American Community Survey (ACS) of the Census Bureau and U.S. Census Bureau

Exhibit 5 demonstrates that the median age of the population in Cambridge is increasing.

Exhibit 5 – City of Cambridge Change in Median Age 2000-2013

POPULATION	CAMBRIDGE	WASHINGTON COUNTY
MEDIAN AGE (2013)	51.4	44.3
MEDIAN AGE (2000)	45.0	39.2
MEDIAN AGE % CHANGE	14.2%	13.0%

Source: The American Community Survey (ACS) of the Census Bureau and U.S. Census Bureau

Ninety-seven percent of the population is white, and the other 2.8 percent is made up of two or more races, as described in Exhibit 6

Exhibit 6 – Minority Population, 2013

	CAMBRIDGE	CAMBRIDGE PERCENT	WASHINGTON COUNTY	WASHINGTON COUNTY PERCENT
TOTAL	249	100	10,094	100
WHITE	242	97.2	9,257	97.1
AMERICAN INDIAN ALONE		0	41	0.4
BLACK	0	0	0	0
ASIAN ALONE	0	0	101	1
NATIVE HAWAIIAN AND OTHER PACIFIC ALONE	0	0	0	0
SOME OTHER RACE	0	0	511	5.1
TWO OR MORE RACES	7	2.8	184	1.8

Source: The American Community Survey (ACS) of the Census Bureau and U.S. Census Bureau

2.2 Population Projections

Based upon recent sewer study the current capacity will meet the needs of a population of 500 for the planning year of 2045.

2.3 Summary

The City completed a water study in 2014 and based upon that study, the city is currently completing the improvements to its municipal water system. The municipal water system has been designed for a maximum population of 500 residents. After discussion with the Mayor and City Council and with careful deliberation, it was determined that a population of 500 residents would be sustainable population for the City.

POPULATION GOALS, OBJECTIVES, AND POLICIES

GOAL 1: Encourage and support an increased population for the City with a sustainable population of 500 for the planning year of 2045.

OBJECTIVE 1: Based upon a recent sewer study, the current capacity will meet the needs

POLICY 1: Monitor the population of the City of Cambridge to determine the required capacity of future services .

CHAPTER THREE - HOUSING

3.1 Introduction

Housing not only serves as shelter, it can also represent an investment in personal assets, an economic driver, and an important part of the community and neighborhood fabric. As a subset of housing activity, home ownership tends to encourage a personal pride and connection with the community. The provision of housing is also closely related to the local economy both as an employment or business opportunity, and also by providing housing for local workers.



In recent times, housing that is affordable and attractive to “lifestyle” retirees (those that are retired with some disposable income), can also have an impact on the local economy. This emerging group can also include military veterans with benefits, but who want to have a second career.

Common barriers to a healthy local housing sector can include such things as land costs, market forces, lack of variety of housing choices, restrictive zoning and subdivision ordinances, and development risks associated with new projects.

This housing component of the City’s Comprehensive Plan presents current housing characteristics, and discusses the City’s future vision with regard to housing.

3.2 Housing Characteristics

3.2.1 Occupancy

Exhibit 7 states that 145 total housing units are located within City limits. Of these, over 79% (115) are occupied and nearly 21% (30) are vacant. While this vacancy level is relatively high when compared to county-wide vacancies at around 11%, this should not be confused with rental vacancy rates. Data indicates there are only six units for rent with four of those being rented but not occupied. This would indicate a low overall rental vacancy rate for the community.

3.2.2 Age of Housing Stock

The City of Cambridge is a community with relatively older housing stock. Again, 2013 American Community Survey (ACS) summaries show that although 12.4% of current units were constructed during the 1990-1999 time period, the bulk of homes in City of Cambridge are thirty years old...or older.

The largest group of homes, 42.1% (61), were built in 1959 or earlier. The next largest group (36) were built in the 1970 – 1979 time period. These percentages generally follow county-wide figures, and also reflect trends in rural communities, as stated in Exhibit 7.

Exhibit 7 – Housing Characteristics

SUBJECT	CAMBRIDGE		WASHINGTON COUNTY	
	NUMBER	PERCENT	NUMBER	PERCENT
TOTAL HOUSING UNITS	145	-	4,516	-
Occupied	115	79	3,938	82.2
Vacant	30	20.7	578	12.8
For Rent	6	4.1	49	1.1
Rented, not occupied	4	2.8	12	0.3
For sale only	4	2.8	155	3.4
Sold, not occupied	0	0	4	0.1
Seasonal, recreation, occasional	4	2.8	101	2.2
For migrant workers	0	0	0	0
Other vacant	12	8.3	257	5.7
YEAR BUILT				
Built 2005 or later	5*	0.03	16	0.4
Built 2000 to 2004	1*	0.01	489	10.8
Built 1990 to 1999	18	12.4	810	17.9
Built 1980 to 1989	18	12.4	396	8.8
Built 1970 to 1979	36	24.8	874	19.4
Built 1960 to 1969	12	8.3	293	8.5
Built 1959 to earlier	61	42.1	1,638	36.3

Source: The American Community Survey (ACS) of the Census Bureau and U.S. Census Bureau

***Source:** City of Cambridge Building Permits

3.2.3 Housing Cost

It is useful to consider housing cost as a percent of household income when planning for a healthy and stable community. Cost burdened households, (those paying more than 30% of their income for housing), struggle to provide for themselves and make other investments into communities. When considering owner-occupied housing with a mortgage in place, we find that almost 29% of these homeowners spend less than 15% of their household income for housing. This strong figure is somewhat tempered however, when data also suggests that just over 40% of homeowners are spending over 30% of their household income on housing costs.

Data collected for renters indicates that over 21% pay more than 30% of household income on housing cost. None of those studied spent less than 15% of household income for housing. See Exhibit 8

Exhibit 8 - Housing Costs as Percent of Household Income 2013

SUBJECT	CAMBRIDGE		WASHINGTON COUNTY	
	NUMBER	PERCENT	NUMBER	PERCENT
Owner-Occupied housing w/a mortgage	52	-	1,852	-
Mortgage cost <15% of household income	15	28.8	286	15.4
Mortgage cost > 30% of household income	21	40.4	713	38.5
Specific -occupied renter units	28		932	
Gross rent <15% of household income	0	0	108	11.6
Gross rent > 30% of household Income	6	21.4	532	57.1
Median monthly mortgage cost	\$817	-	\$996	-
Median gross rent	\$617	-	\$631	-

Source: The American Community Survey (ACS) of the Census Bureau and U.S. Census Bureau

3.3 Housing Types

Due to available land resources, identifying a variety of housing types may provide the development community the opportunity to look at additional housing options. The following are housing development options that may be considered. These options are not the typical detached single-family dwelling. It should be noted the City may have to develop new land use requirements in the zoning and subdivision ordinance in order for these types of units to be considered.

3.3.1 Patio Homes

Patio homes can be 1-story or 2-story homes that share at least one or more common wall. Some may have a back patio but not necessarily a backyard. Patio homes may be only one unit or developed in clusters.

3.3.2 Townhomes

A townhome is a one-family dwelling unit with a private entrance which is part of a structure whose dwelling units are typically attached horizontally in a linear arrangement and have a totally exposed front and rear wall to be used for access, light and ventilation. Many town homes are in a series of units; in Midwestern and Eastern cities they may be call “brownstones” or “row houses”. Some designs include balconies and front porches. In some instances, garages are rear alley-loaded. Typically, the resident owns the housing unit and the land it sits on, but units have common walls.

3.3.3 Condominiums

A condominium can be described as the ownership of an individual dwelling unit located on a lot or lots which are owned in common by individual unit owners, or any division of the interest in real property. One of the advantages of condominiums is that the owner’s size of unit can depend on their particular needs, from lofts to penthouses. In a condominium the units are owned individually and the structure, common areas and facilities are maintained by the Home Owners Association (HOA). In addition, all condominium owners pay the maintenance and improvements of the property through the HOA. It should be noted commercial developments could be developed as condominiums.

3.4 Group Homes

According to the U.S. Census, two percent of the population lives in group quarters. The group quarters data are collected for two categories of facilities: institutional, which includes residences such as correctional facilities, nursing homes, and psychiatric hospitals; and non-institutional, which includes residences such as college dormitories, military barracks, and adult group homes. These are non-traditional housing units, which the census identifies as group housing. The City of Cambridge doesn't have any group homes with the City limits at this time.

3.5 Accessory Dwelling Units

The City of Cambridge has a limited amount of land available to build new housing units. As previously discussed, infill development could be a solution, but there is another possibility: an

Accessory Dwelling Unit. An Accessory Dwelling Unit is an old idea that has returned. The City would allow a second small dwelling right on the same ground (or attached to) a regular single-family house, such as: an apartment over the garage, a tiny house (on a foundation) in the backyard, or a basement apartment are some of the examples. They should be connected to City services, such as sewer and water.

3.5 Other Housing Developments

In a similar fashion as the previous discussion on housing type, variations on different types of development activity may assist in promoting more housing options in Cambridge. As mentioned before, consideration of these options may necessitate adjustments in existing land use requirements.

3.5.1 Infill Development

Infill development is the process of developing vacant or under-used parcels within the City. Infill development allows the utilization of existing community services, such as sewer and water rather than constructing new facilities outside on areas that have not been developed in City limits. Police and fire services areas wouldn't need to be extended. In addition, infill development has the opportunity to:

- a. Reduce the consumption of land and resources;
- b. Fully utilize existing facilities and services rather than extending costly services to outlying areas, thus offering savings for local government budgets;
- c. Increase the housing supply;
- d. Renew investment in the City; and
- e. Provide energy and environmental savings.

Infill development could protect the natural surroundings of City of Cambridge.

3.5.2 Zero-Lot Lines

Zero-lot line development is a strategy that increases density in a single-family detached housing development. Zero-lot line developments allow homes to be constructed without a side yard setback from the edge of the property line of one side of the lot. This strategy increases the number of housing units per acre without appearing overcrowded.

Communities may also create provisions for building two single-family dwellings on a single lot.

3.5.3 Mixed-Use

A mixed-use development may be defined as property in which various uses such as office, commercial, institutional and/or residential are combined in a single building or on a single site. The integrated development has significant functional inter-relationships with a coherent physical design. A "single site" may include contiguous properties. The purpose of mixed-use development allowing for a diverse use of property in theory allows for more "walk-ability" between uses and can reduce automobile traffic and impacts.

3.6 Fair Housing Act

The Federal Fair Housing Act, passed in 1968 prohibits discrimination in housing on the basis of race, color, national origin, religion, gender/sex, familial status and disability. The Fair Housing Act covers most types of housing including rental housing, home sales, mortgages, and home improvement lending and land use and zoning. There have been various amendments such as the Americans with Disability Act 1988 and the Housing for Older Persons Act of 1995 (HOPA). See www.portal.hud.gov/hudportal/HUDsrc=/program_offices/fair_housing_equal_opp/FHLaws

The City of Cambridge embraces the Fair Housing Act of 1968 and its amendments, and is committed to the policy of affirmatively furthering fair housing within its jurisdiction.

3.7 Summary

This plan represents a forward thinking view of the importance for attracting and supporting a variety of housing types and affordability in order to achieve the stated vision for this community. It is important to create an environment conducive to development and to consumer demands, while protecting community values. This perspective is consistent with all goals in this plan that seek to enhance community livability.

The City of Cambridge supports the following goals, objectives, and policies as a way of influencing our "built environment" that facilitates the growth of appropriate housing opportunity and types in order to ensure a stable and traditional lifestyle.

3.8 HOUSING GOALS, OBJECTIVES, AND POLICIES

GOAL 1: Provide an adequate supply and mix of housing that meets the needs of present and future residents in terms of cost, location, accessibility, housing type, lot size, design, and neighborhood character.

OBJECTIVES AND POLICIES FOR DEVELOPMENT PATTERNS

OBJECTIVE 1: Support incentives for high quality development.

POLICY 1: Support development concepts that incorporates a mix of compatible land uses.

POLICY 2: Support mixed use development.

OBJECTIVES AND POLICIES FOR INFILL DEVELOPMENT

OBJECTIVE 2: Encourage infill development.

POLICY 1: Develop policies for infill housing development.

POLICY 2: Determine the housing capacity within the infill areas.

POLICY 3: Consider Accessory Residential structures as a means to increase the number of affordable infill dwelling units dwelling units.

OBJECTIVES AND POLICIES FOR HOUSING DEVELOPMENT

OBJECTIVE 3: Provide a diversified housing stock.

POLICY 1: Provide policies to incorporate a mix of residential types in residential areas.

OBJECTIVES AND POLICIES FOR FAIR HOUSING

OBJECTIVE 4: Support Fair Housing statutes.

POLICY 1: Encourage developers to integrate a wide variety of housing types, sizes and price points into their developments

POLICY 2: Work with appropriate agencies to better understand if Fair Housing violations are occurring in the City of Cambridge.

CHAPTER FOUR - ECONOMIC DEVELOPMENT

4.1 Introduction

The economy of the Cambridge community has historically been based upon those businesses that support the outlying agricultural area. This economic “core” continues to play a major role today as well, but has receded in strength over the past decade and a half. There are however, promising emerging economic sectors in communications and tourism.

With close proximity to recreational opportunities in the nearby Hell’s Canyon complex, access to area public lands, as well as through being a key trailhead on the Weiser River Trail system, tourism is beginning to develop as an important economic emphasis for this community.



The impact of this early stage economic energy can be seen in the development and sustaining of local businesses involved in providing goods and services to the tourism consumer.

Communications services and the availability of high capacity broadband holds exciting promise for future economic growth in Cambridge. This high quality infrastructure capacity is provided by Cambridge Telephone Company (CTC) which was founded in 1905. However, through continuous effort to maintain current and meaningful business planning initiatives, this company remains a key employer for the community. As a member of the Syringa Network (an area-wide collaboration of 12 rural telephone companies), CTC has established a communications presence that “promotes economic viability and enhances educational and business opportunities” in Cambridge and beyond.

Additionally, the Cambridge community has the potential of providing great opportunities for attracting “lifestyle” entrepreneurs. These individuals and households seek a particular lifestyle

(in this case ruralwith amenities) and bring either retirement income or investment income with them. This allows for new economic energy to play a role in the future of this community.

It is important to emphasize that the local economic environment has significantly changed for Cambridge from historic patterns. While there are negative results from this change, there are also new opportunities to mitigate the downward economic trend over the last decade. This Plan reflects the intention to illustrate City leadership's support and engagement in policies, practices, and procedures that promote the potential of economic growth and opportunity for Cambridge.

4.2 Existing Businesses

EXHIBIT 9 - TYPES OF BUSINESSES IN CAMBRIDGE

#	NAME	ADDRESS	TYPE
1	Kim Braun Construction Services	290 W Central Blvd	Construction
2	Jay's Sinclair	35 W Hopper	Travel/Fuel/Food
3	Franklin Electric	25 N Superior St	Electrical Services
4	Loveland's General Store	45 N Superior St	Retail/Food
5	Cambridge Telephone Company (warehouse)	50 N 1 st Street	Communication
6	Heartland Studios	65 N Superior St	Retail
7	Superior Pawn	75 N Superior St	Retail
8	CTC Telecom & Hells Canyon Adventures	85 N Superior St	Communication and Tourism
9	U S Bank	95 N Superior St	Banking/Finance
10	Cambridge Hair Mill	65 W Central Blvd	Retail Services
11	U S Post Office	210 N Superior St	Shipping and Mailing
12	Hughes River Expedition	185 N Superior St	Tourism
13	Dillie Dental	90 S Superior St	Medical
14	Farmers Supply Coop	150 S Superior St	Retail/Supply/ Agriculture
15	Cambridge Welding & Bending	240 S Commercial St	Fabrication
16	Houghton's RV Park	350 S Commercial St	Travel/Tourism
17	Kim Braun Construction Services (shop)	275 S Superior St	Construction
18	Creed Noah Real Estate	35 S Superior St	Real Estate
19	Bucky's Café	10 N Superior St	Restaurant
20	Cambridge Metal Works	60 E Hopper Ave	Fabrication
21	Office Bar	50 N Superior St	Retail/Food
22	Rio Theater	60 N Superior St	Vacant
23	Cambridge Community Clinic	70 N Superior St	Medical
24	The Round-Up Coffee House	90 N Superior St	Retail/Food

25	Cambridge Telephone Company	130 N Superior St	Communication
26	Vaughn James Welding	30 S Commercial St	Vacant
27	Cambridge Lumber Company	40 S Superior St	Retail Supply
28	Dibble Machine Shop	2770 Salubria Rd	Repairs
29	The Ranch House	20 E Central Blvd	Retail Food
30	Salubria Center	355 S Jennifer St	Assisted Living
31	FWRT	99 E Central Ave	Tourism
32	Canyon Station	10 W Central Ave	Vacant
33	Bucky's Motel	30 ½ E Hopper Ave	Lodging
34	Frontier Motel	240 S Superior St	Lodging
35	Hunters Inn	10 S Superior St	Vacant
36	Country Clutter	55 N Superior St	Retail
37	Pioneer	125 N Superior St	Vacant
38	Cambridge RV Storage	350 S Superior St	Retail
39	J&N Guns and Ammo	40 S 1 st Street	Retail
40	Upper Country Electric, Inc.	90 W Central Blvd	Repair Services
41	The Cambridge House B & B	95 S 1 st Street	Lodging
42	Steve's Automotive Repair & Machine	2909 Hwy 95	Repair Services
43	Upper Country News-Reporter	155 Superior Street	Communications
44	VHC Construction	130 E. Central Blvd.	Construction

Source: The City of Cambridge 2/29/16

EXHIBIT 10 - Employment Status By Occupation

SUBJECT	CITY OF CAMBRIDGE		WASHINGTON COUNTY	
	NUMBER	PERCENT MANAGEMENT	NUMBER	PERCENT MANAGEMENT
Civilian employment population >16 years	80	-	3,811	-
Management, professional and related	24	30.0	1,098	28.8
Service	8	10.0	719	18.9
Sales and office	21	26.3	760	19.9
Farming, fishing and forestry	4	5.0	254	6.7
Construction, extraction & maint.	0	0.0	211	5.5
Production, transportation & material moving	17	21.3	689	18.1

Source: The American Community Survey (ACS) of the Census Bureau and U.S. Census Bureau, 2015

EXHIBIT 11 - Employment By Industry 2013

SUBJECT	CITY OF CAMBRIDGE		WASHINGTON COUNTY	
	NUMBER	PERCENT OF TOTAL	NUMBER	PERCENT OF TOTAL
Civilian employment population >16 years	80	-	3,811	-
Ag, forestry, fishing & mining, mining	8	10.0	459	12.0
Construction	0	0.0	267	7.0
Manufacturing	14	17.5	421	11.0
Wholesale trade	0	0.0	134	3.5
Retail trade	0	0.0	451	11.8
Transportation, warehousing and utilities	3	3.8	231	6.1
Information	18	22.5	100	2.6
Finance and insurance, and real estate	6	7.5	131	3.4
Prof, scientific, mgmt, adm, & waste mgmt	2	7.5	171	4.5
Education, healthcare, & social assistance	14	17.5	761	20.0
Arts, entertain, rec. accommodation & food	6	7.5	200	5.2
Other services, except public administration	6	7.5	166	4.4
Public administration	3	3.8	319	8.4

Source: The American Community Survey (ACS) of the Census Bureau and U.S. Census Bureau, 2015

EXHIBIT 12 - Household Income Distributed 2013

SUBJECT	CITY OF CAMBRIDGE		WASHINGTON COUNTY	
	DOLLARS	PERCENT	DOLLARS	PERCENT
Per Capital Income (2013)	\$19,502	-	\$20,380	-
Median Household Income (2013)	\$28,854	-	\$37,453	-
	NUMBER	PERCENT	NUMBER	PERCENT
TOTAL HOUSEHOLDS	115	-	3,938	-
Less than \$10,000	6	7.0	373	9.5
\$10,000 to \$14,999	3	2.6	315	5.0
\$15,000 to \$24,999	29	25.2	585	14.9
\$25,000 to \$34,999	34	29.6	538	13.7
\$35,000 to \$49,999	12	10.4	672	17.1
\$50,000 to \$74,999	16	13.9	733	18.6
\$75,000 to \$99,999	11	9.60	387	9.8
\$100,000 to \$149,999	1	0.09	170	4.3
\$150,000 to \$199,999	0	0.00	53	1.3
\$ 200,000 or more	1	0.09	112	2.8

Source: The American Community Survey (ACS) of the Census Bureau and U.S. Census Bureau, 2015

EXHIBIT 13 - Number Of Households Receiving Earnings By Source

SUBJECT	CITY OF CAMBRIDGE		WASHINGTON COUNTY	
	NUMBER	PERCENT	NUMBER	PERCENT
HOUSEHOLDS	115		3,938	
Labor earnings	65	56.5	2,545	64.6
Social Security	52	45.2	1,627	41.3
Retirement Income	24	20.9	793	20.1
Supplemental Income (SS)	1	0.9	368	9.3
Cash Public Assistance Income	3	2.6	135	3.4
Food Stamps (SNAP)	5	4.3	727	18.5

Source: The American Community Survey (ACS) of the Census Bureau and U.S. Census Bureau, 2015

4.3 Cambridge Trade Area

The City of Cambridge trade area for locally consumed goods and services is fairly limited in geographic scope. These primary consumers live and work within City limits, as well as in the surrounding areas of Washington County and some parts of Adams County. A predominantly rural and agricultural lifestyle heavily influences shopper patterns and preferences.

There are however, several businesses in the community that reach far beyond the local trade area in order to promote a successful business operation. Examples of these types of firms would include communications, construction, tourism, and real estate to name a few. The economic benefit of this business model holds promise for Cambridge by “importing” new consumer dollars into the local economy.

4.4 Tourism Attractions and Community Events

The City has a wide array of events for citizens and visitors alike. Exhibit 14 provides descriptions of events in the City of Cambridge.

Exhibit 14 – Community Events

EVENTS	SEASON
Hells Canyon Days	Spring
Farmers Market	Summer
Music in the Park	Summer
Washington County Fair & Cambridge Rodeo	Summer
Weiser River Trail 50K run	Spring
Harvest Festival	Fall
Rush Creek Stampede Half Marathon	Fall
Arts & Crafts Fair	Fall
Upper Country Christmas Concert	Winter

Source: City of Cambridge, 2016

4.5 SUMMARY

The Cambridge community faces many of the same challenges as those of other similar rural communities for growing the local economy. However opportunities, potential resources, and assets do exist. Good broadband access and other livability factors will play a larger role in the development of economic opportunities and the goals, objectives, and policies of this plan seek to support these types of initiatives.

4.6 ECONOMIC DEVELOPMENT GOALS, OBJECTIVES, AND POLICIES

The City of Cambridge supports the following goals, objectives, and policies as a way of influencing our “built environment” that facilitates the growth of community prosperity while protecting traditional lifestyles.

GOAL 1: Enhance the local economy by building upon important community assets, such as high quality broadband service, diverse housing options for existing or new residents, access to quality education, and a supportive environment for “lifestyle” entrepreneurs and early retirees.

OBJECTIVE 1: Support economic development that employs local workers and provides “living wage” household incomes for families and individuals.

POLICY 1: Where possible, support the balanced availability of industrial/commercial land uses consistent with the Cambridge community vision and “sense of place”.

POLICY 2: Support the expansion of tourism related activities in and around Cambridge.

POLICY 3: Support community partnerships that implement training and employment programs.

OBJECTIVE 2: Enhance development of the local economy in a way that supports a strong and vibrant community, while maintaining traditional lifestyle and values.

POLICY 1: Create adequate opportunity for mixed use development in appropriate areas of the community.

POLICY 2: Promote customer service in delivering City services including the development review process.

OBJECTIVE 3:	Partner with the business community to promote the use of existing vacant buildings.
<i>POLICY 1:</i>	Maintain information about available properties for ease of public access.
<i>POLICY 2:</i>	Promote user friendly re-development / re-use protocols.
OBJECTIVE 4:	Encourage the development of a variety of business types and activities in order to support a healthy environment for residents to live, work, and play.
<i>POLICY 1:</i>	Encourage mixed use and infill development in areas consistent with the Comprehensive Plan.
OBJECTIVE 5:	Promote and assist in the development of the City's tourism attractions including cultural, natural, and commercial tourism/travel opportunities.
<i>POLICY 1:</i>	Recognize that tourism is an important economic element of the community.
<i>POLICY 2:</i>	Support the retention and expansion of Community events.
<i>POLICY 3:</i>	Promote development and re-development that provides a positive impact on tourism and events related facilities.

CHAPTER FIVE - LAND USE



5.1 Introduction

The land use surrounding Cambridge is primarily agriculture and ranching. Within city limits, residential, commercial, retail, service, restaurants, schools and a phone company make up a large part of the City's land uses. The land uses and map were derived from City of Cambridge, Resolution #R4-2009.

5.2 Current Land Use Patterns

Agriculture: The Agriculture category provides for the production of crops, for apiaries and livestock, excluding CAFOs, and for the location of necessary agricultural processing facilities, accessory units and compatible recreation uses. Development projects proposed in these areas should incorporate strategies for preserving agricultural use.

Commercial: The Commercial area accommodates community-oriented retail, services and offices developed on a residential scale.

Commercial/Industrial: The Commercial/Industrial area accommodates commercial centers, employment centers, light distribution, research and development, warehouse, assembly, light processing and manufacturing uses.

Low Density Residential: Residential use with density no greater than 2 dwelling units per acre. This area is intended for single family residences and duplexes where services can reasonably be extended. Planned Unit Developments and development applications for other housing types and/or greater density may be approved by the City Council if found to be consistent with the goals of the Comprehensive Plan. Schools, parks, churches, open space, recreation and civic uses are acceptable complementary uses.

Medium Density Residential: Residential use with density no greater than 6 dwelling units per acre. This area is intended for single family residences and duplexes where services can reasonably be extended. Planned Unit Developments and development applications for other housing types and/or greater density may be approved by the City Council if found to be

consistent with the goals of the Comprehensive Plan. Schools, parks, churches, open space, recreation and civic uses are acceptable complementary uses.

Mixed Use: The mixed use land use category designates a medium density area developed with offices, commercial, residential, retail and public uses. The mixed use category will accommodate a land use mix containing a maximum of 80% residential use.

Central Business District: This area is located in the center of the City. It is an area of existing commercial uses in a pedestrian-oriented setting. Uses include a broad range of civic, retail and commercial.

Industrial: The Industrial area accommodates light industrial activities, such as research and development, manufacturing, fabrication, assembly, distribution, storage, processing or other enterprises engaged in low-impact industrial activities.

Public: Public use includes a wide variety of existing and proposed uses that are either operated by a public agency or that serve a large segment of the public. Uses include schools, government offices, libraries, churches, parks and other facilities that have a unique public character.

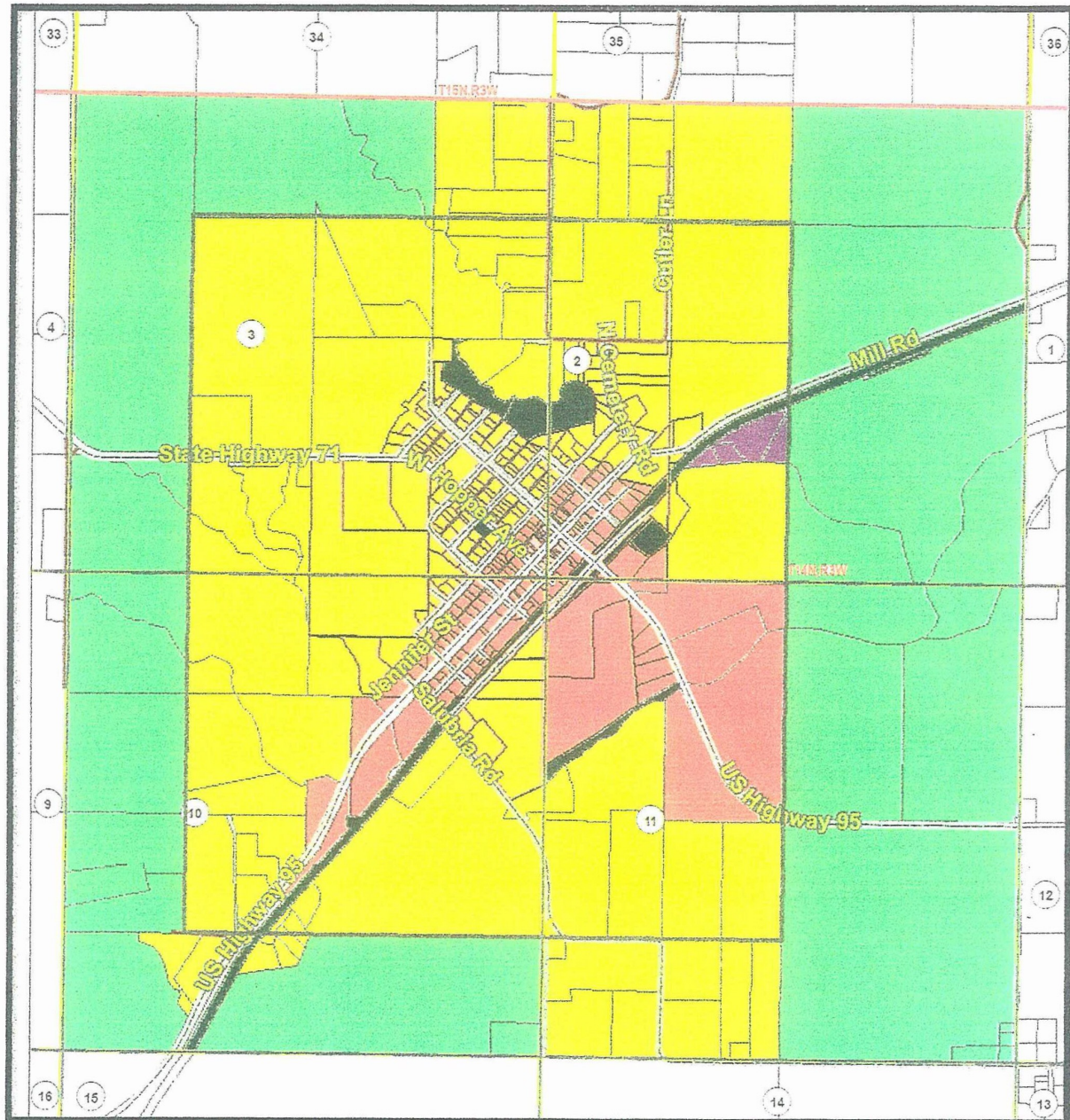
Open Space: Open space areas may include existing and future park land, floodplain, sensitive environmental areas, undevelopable lands, community recreation areas, trails and significant open space.

Exhibit 15 describes the acreage and percent of each land use in the city limits and the Area of City Impact.

5.3 Land Use Concerns

The City of Cambridge is surrounded by prime agricultural lands. There has been one request for a subdivision within the last 10 years, but the project didn't move forward. Most of the residential lands are developed. Based upon this fact there is limited land available for development.

Exhibit 15 - Land Use Map



- Agricultural
- Residential
- Commercial
- Central Business District Commercial
- Industrial
- Open Space and Recreation

5.4 Land Use Regulations

Land use zoning regulations generally state that no building or structure shall be erected or structurally altered or used, unless otherwise provided in the zoning ordinance. The exception is when the regulations allow for conditional or special use permits, which allow a use or alteration based upon special conditions. In addition, the specific purposes of each zoning district shall guide the development of land uses that are of similar purpose or are compatible.

The regulations of the subdivision provide directions to develop residential and other land use development in an orderly fashion with the key word of compatibly. The Comprehensive Plan sets the foundation in developing these ordinances.

Land use designations serve as a planning tool that assists the City in sustaining reasonable growth and development patterns and to identify land use patterns which remain consistent with the goals, objectives and strategies of the Comprehensive Plan.

Zoning and subdivision regulations are implemented to manage growth by identifying land uses and how lands can be subdivided. Generally, no development occurs unless the owners of property comply with local land use ordinances.

5.4.1 Zoning Ordinances

The overall purpose of zoning is to regulate the use of land, the density of land use, and the siting of development. Zoning is meant to implement the vision of future land use in a community as stated in the municipality's Comprehensive Plan. It is the most commonly and extensively used local technique for regulating land use as a means of accomplishing municipal goals. One of the benefits of zoning is that it is attractive for developers who want to site a project in a particular area. The developer would like to have a level of certainty that the community will accept the project because it is in conformance with its zoning.

Zoning commonly consists of a zoning map and a set of zoning regulations. The zoning map typically divides a municipality into various land use districts, such as residential, commercial, and industrial or manufacturing. Zoning regulations usually describe the permissible land uses and dimensional standards (such as building heights and distances of buildings from property lines) in each of the various zoning districts identified on the zoning map.

Many communities are now looking beyond the traditional single use zoning to zoning ordinances encourage mixed-use and "clustered" development that is served by transit and is accessible to pedestrian and bicycle networks. Other options include creating zoning ordinances which protect agricultural and significant natural areas and build on existing infrastructure.

5.4.2 Subdivision Ordinance

Subdivision review regulations control how land is divided into smaller parcels, which is a key factor in the overall future growth and development of a community. While the simple division of land may not appear to be very important, that action may spur other development, trigger the need for additional municipal infrastructure, or possibly produce demands for rezoning of an area.

At a minimum, most subdivision regulations are intended to ensure that when development occurs, the streets, lots, infrastructure and open space are properly and safely designed. More comprehensive subdivision regulations focus on whether a proposal meets the municipality's land use objectives. Thus, subdivision regulations can be used to promote a community land development pattern that: 1) encourages preservation of open space; 2) discourages strip development along roads; 3) encourages an interconnected street network; or 4) supports an efficient provision of public services.

Although people typically think of multi-lot subdivisions as part of a large development when they think of the term "subdivision," subdivision review regulations may also apply to any simple division of land for the purpose of sale, transfer of ownership, or development. Typically, subdivision ordinances require applicants to submit scaled drawings ("plats") that show the layout of lots, roads, driveways, details of water and sewer facilities, topography and drainage.

5.5 Area of City Impact

The Area of City Impact is the area that the City expects to grow within a designated time frame based upon City policy. The City of Cambridge should have an agreement in place with Washington County for land use decisions in pre-defined impact areas surrounding the City. The boundaries of the Area of City Impact should be contingent upon negotiations with Washington County and should be developed in a timely fashion. In some cases, as requested by a landowner, the City may annex outside its Area of City Impact.

Growth issues affect both the City and County. Effective growth management will require a coordinated effort involving City and County land use regulations. Some of the more specific growth-related issues include:

- a. Potential for growth in the areas outside of the City and within the Area of City Impact;
- b. Modifications to the Area of City Impact and possible annexation;
- c. Expansion of City services only in areas within the City limits of Cambridge;

- d. The City recognizes that they can only make recommendations on land use issues in the Area of City Impact and;
- e. Impacts of growth can affect the efficiency of existing and future transportation corridors.

Pursuant to Idaho Code Section 67-6526, Area of City Impact - Negotiation Procedures: “a separate ordinance providing for application of plans and ordinances of the Area of City Impact shall be adopted. Subject to the provisions of Section 50-222, Idaho Code, an Area of City Impact must be established before a City may annex adjacent territory.” In defining an Area of City Impact, the following factors should be considered:

- a. Trade Areas;
- b. Geographic factors and;
- c. Areas that reasonably can be expected to be annexed into the City in the future.

5.6 Future Acquisition Map

How and where will the City grow in the future? Where will new roads, parks, water and sewer plants facilities are located? Idaho Code Section 67-6517 states that a map should be developed by the City to designate lands proposed for acquisition for these services for a maximum of a twenty (20) year period. Lands designated for acquisition may include land for:

- a. Streets, roads, other public ways, or transportation facilities proposed for construction or alteration;
- b. Proposed schools, airports, or other public buildings;
- c. Proposed parks or other open spaces; or
- d. Lands for other public purposes

5.7 Summary

As described in the Chapter 2, the City would like to increase its population. The goal is not to exceed a population greater than 500 residents. This population goal is based upon available infrastructure.

5.8 LAND USE GOALS, OBJECTIVES, AND POLICIES

GOAL 1: **Ensure that development within the City of Cambridge is consistent with the City’s goals, objectives and policies of the comprehensive plan.**

OBJECTIVE 1: The Comprehensive Plan should be the basic daily policy and decision-making guide for all community development related decisions, both public and private.

POLICY 1: Assure that other adopted plans are consistent with the Comprehensive

GOAL 2: **Continue to involve citizens of City of Cambridge in the planning, implementation and the decision making processes.**

OBJECTIVE 1: Strive to maximize productive public participation in planning and development review processes.

POLICY 1: Post upcoming meetings and publish public hearings as described by the open meeting law.

GOAL 3: **Ensure that the City of Cambridge has sufficient available land within the City and its Area of City Impact to accommodate projected City growth.**

OBJECTIVE 1: Determine the appropriate location for future housing development.

POLICY 1: Coordinate future development where current infrastructure exists.

CHAPTER SIX- TRANSPORTATION

6.1 Introduction

US Highway 95, Principal Arterial, also known as Superior Street runs through the center of the City in the south-north direction. US 95 connects Cambridge with the City of Council approximately 22 miles north and with the City of Weiser approximately 29 miles south. The majority of the City's commerce and connectivity is associated with this Arterial. Highway 71, Minor Arterial, also known as Hopper Avenue intersects with US 95 and travels west-northwest to Brownlee, Oxbow and Hells Canyon dams on the Snake River.



US Highway 95, Superior Street, is also referred to as Main Street within the City limits. The City conducted a road inventory survey as part of the Master Transportation Plan. As per the survey results, the total length of city streets surveyed was 6.0 miles, and approximately 7.0 miles including the State maintained highways for which the City maintains the curb, gutter and sidewalks. This figure does not include city maintained alleys.

6.2 Street Functional Classification

Functional classification of highways places City streets and highways into different classes according to the character of services they are intended to provide, but is not purely based on traffic volume. Classification is based on travel behavior and patterns between major destination points. Arterials function to move through traffic and generally link counties and cities. They usually have limited access to adjacent land uses. Collectors are the connecting roadways from arterials to the local street system. Local roads provide access to land uses and serve localized purposes such as providing access to residences and places of business.

The majority of City streets are classified as local streets and are maintained by the City with City funds. SH 71, Superior Street north of US 95 and Mill Road are classified as collectors. North Superior and Mill Road are a State designated bypass for US 95 around the Weiser River Bridge. US 95 is classified as an arterial. While the road portions of SH 71 and US 95 are maintained by the State, the curb, sidewalks and appendages are maintained by the City. Superior Street north of US 95 and Mill Road, collectors, are also maintained by City funds but are eligible for federal aid funds. The reconstruction of North Superior Street and the replacement of the Rush Creek Bridge were completed in 2009.

Streets classified as arterials and major collectors are eligible for federal aid funds pursuant to the City submitting an application to the State. Local Highway Technical Advisory Council (LHTAC) has made available LRHIP Funds for improvements on local streets. The City has applied for these funds to improve 4th street and has been accepted for funding this year. The current functional classification street plan for the City of Cambridge is shown in **Exhibit 16**.

Exhibit 16 – Functional Classification Map

TYPE	NAME	ADT	PEAK ADT
US Highway	US 95, Mesa Counter (88)	2,626	1,961
US Highway	US 95, N. Weiser (144)	3,979	3,289
State Highway	SH 71, Woodhead (311)	325	221
State Highway	SH 71, Cambridge, by City (Week Count)	-	1,116
Local	Cemetery Road	39	300
Local	W. Central Boulevard	NA	331
Local	Hopper Avenue	168	1116
Collector	Mill Road	51	320
Local	S. Commercial Street	28	127
Collector	N. Superior Street	113	557
Local	W. Washington Avenue	9	66
Local	First Street	22	97
Local	Second Street	9	81
Local	S. Third Street	8	76
Local	Fourth Street	35	97
Local	Fifth Street	40	259

Source: City of Cambridge, 2015 Transportation Plan, Holliday Engineering

6.3 Traffic Signalization

The City of Cambridge has no roadway signalization.

6.4 Downtown Parking

Parking is available on the public streets There are no public parking meters or limits on duration of time to park.

6.5 Movement of Goods and Services

US Highways 95 and State Highway 71 are the major accesses for interstate movement of goods and services.

6.6 Public Sidewalks/Walkways/Pathways/Greenbelts

6.6.1 Pathways

Friends of the Weiser River Trail (FWRT) a private, nonprofit organization formed to convert the old Pacific and Idaho Northern (PIN) into a trail for public recreation is found in the Parks and Recreation Chapter 10.

The City of Cambridge is currently working on a pathway connecting the downtown area with the Washington County Fair Grounds. This will include ADA compliant sidewalks along the east side of US 95, continuing east on the south side of US 95 at Central Avenue to the Fairgrounds. Then completing a connection between US 95 to the Weiser River Trail along Salubria Road will provide a complementary pathway/sidewalk loop to the City.

6.6.2 Pedestrian Walkways

Pedestrian walkways may be required where necessary to obtain convenient pedestrian circulation to schools, parks, shopping areas, or as designated in the City's Comprehensive Plan or Bicycle and Pedestrian Pathway Master Plan. Multi-use pathways within a development or in the City limits shall not be less than eight feet (8') wide.

6.6.3 Public Sidewalks

Pedestrian sidewalks shall be constructed with a minimum width of five feet (5') in residential areas and six feet (6') in commercial areas. Sidewalks or pathways shall be constructed along all new streets.

The landowner whose property abuts the pedestrian walkway or sidewalk shall be responsible for upkeep and repair of the pedestrian walkway or sidewalk.

6.7 Bus Service

Public transportation in Cambridge is limited. Greyhound Bus Service is available in Ontario, Oregon approximately 50 miles south of Cambridge.

6.8 Rail Service

The closest connection to rail is Ontario, Oregon/Payette, Idaho; approximately 50 miles south of Cambridge.

6.9 Taxi Services

No taxi service in Cambridge.

6.10 Senior Transportation

Senior Citizens may obtain rides to doctor appointments, etc. by calling the Senior Citizens center.

6.11 Truck Routes

US 95 is a designated truck route due to the limited load lengths allowed between SH 55 in McCall and US 95 in New Meadows. Any long haul carrier traveling along US 95 and north will travel through the City of Cambridge. According to the 2015 Cambridge Master Transportation Plan, truck traffic along US 95 for 2010 is estimated to be 370 ADT. In 2038 US 95 truck ADT is estimated to be approximately 733.

6.12 Airport

Midvale Airport is the closest airport to the city being approximately 9 miles south. Cuddy Meadows is a privately owned airport 16.5 miles northwest and consists of one grass runway. Other airports include the City of Council Airport at 23.6 miles, City of Weiser Airport at 32.8 miles, and the Boise Airport at 105 miles from the city.

6.13 Future Development and Transportation Needs

In June 2016, Holliday Engineering completed the 2015 City of Cambridge Master Transportation Plan. The Plan's goal was to evaluate the City's policies, identify the conditions of its roads and other transportation needs, prioritize and prescribe a solution for area of increased street use, and establish an action plan with financing mechanisms for required capital improvements.

The purpose of this Transportation Plan is to develop a plan to enable City officials and residents to make decisions on a public street system. These decisions will lead to the construction and maintenance of improved and safe access routes to existing and new development in the City. Furthermore, upon adoption of this plan Cambridge is better qualified to compete for federal highway funds for construction.

In addition, the scope of this project is to develop an inventory of existing streets and signs and create a database for transportation management. From this, Cambridge will be able to track needed improvements and associated costs. Additionally, a plan defining methods of financing improvements will be explored. The details can be found in the 2015 City of Cambridge Master Transportation Plan.

6.14 Summary

Land use planning and transportation work hand in hand for maintaining existing services, as well as, to plan for the future. The City has made the first step in developing the 2015 Transportation Master Plan; the next step is implementation.

6.15 Transportation Goals, Objectives and Policies

- GOAL:** Implement the findings of the 2015 Cambridge transportation study.
- OBJECTIVE 1:** Review the 2015 Transportation Master Plan annually.
- POLICY 1:** Develop a Capital Improvement Plan to guide the implementation of the 2015 Master Plan.
- OBJECTIVE 2:** Develop parking to allow ease of access and walking to stores and activities in the CBD.
- POLICY 1:** Develop restrooms and a Kiosk in or near the CBD.
- POLICY 2:** Provide parking areas for visitors.
- POLICY 3:** Create parking areas in/or near the Central Business District for recreational vehicles, such as, campers, camper trailers, and vehicles with boats.
- POLICY 4:** Seek funding opportunities for parking improvement.
- OBJECTIVE 3:** Improve pedestrian mobility throughout the city
- POLICY 1:** Improve the continuation of sidewalks, as funding is available.
- POLICY 2:** Provide sidewalks and/or pathways to better connect the CBD to other activity areas in the city as funding is available.
- POLICY 3:** Create school walking routes, as funding is available.
- POLICY 4:** Seek funding opportunities for sidewalk improvement.
- OBJECTIVE 4:** Reserve corridors and public rights of way for future streets and pathways.
- POLICY 1:** Continue to update the Capital Improvement Plan annually.
- POLICY 2:** Create a reconstruction fund that is separate from and in addition to the maintenance fund.

CHAPTER SEVEN – PUBLIC SERVICES, FACILITIES, AND UTILITIES

7.0 Introduction

Public services provided to the residents of Cambridge result from a combination of municipal, local districts, agencies, and non-profit organizations. The City recognizes that most likely there will always be an important role in implementing these services. This will be both in a role of directly providing services (such as water and sewer), but can also be through playing a supporting role for other groups and organizations. This plan seeks to confirm that understanding of municipal government and also to provide an appropriate guide about how to best implement those good intentions.

7.1 Water and Sewer

Water: Within the city limits of Cambridge, domestic water is provided by one municipal well that pumps 800 gallons per minute from a depth of 461 feet. There is also an older well that pumps 450 gallons per minute which does not currently meet water quality standards and therefore can only be used as a backup well for short term emergency water supply. Storage capacity is provided by a 125,000 gallon above ground storage tank. The original elevated storage tank is not currently used but is still intact. Cambridge water is treated.



The water system dates back to the 1930s when it was installed as a Civilian Conservation Corp project. Some improvements have been made over the years. Of note, the artesian well at the City park (now the backup well), was drilled around 1960, with the current 40 HP pump installed about 1972. During 1977 – 78 an ambitious project of water main replacement and fire hydrant upgrading was completed. The current city well and ground level storage tank located at the northeast end of Commercial Street were also installed at this time. The City makes every effort to install new replacement lines as it can afford to do so, the most recent upgrade took place in 2004.

During summer months, water usage has been as high as 325,000 – 350,000 gallons per day (approximately 30% of full capacity, 54 % of backup capacity). Yard irrigation in the summer accounts for a large percentage of water usage during that time of year. During winter months, usage drops to approximately 50,000 gallons per day.

The City and their engineers are currently in the process of beginning a new updated water master plan which will identify current needs and steps for addressing those needs. Obvious

concerns do exist with the lack of a fully operational second well as one of the most important. Other known issues include repainting and updating both water storage tanks and pump houses; , and continued replacement of distribution lines as necessary.

Sewer: Cambridge is served by a central sewer system that serves approximately 95% of commercial, public, and residential buildings (combined) within city limits. Some locations are below grade for the sewer system and require lift pumping of the sewage up to the system. Collected sewage is settled in lagoons south of town with chlorine treated effluent being discharged into Rush Creek a short distance from where it enters the Weiser River. There are two sewer lagoon pumps with a total pumping capacity of approximately 400,000 gallons per day with a 100% safety factor. High usage occurs during the spring runoff months with a maximum 207,000 gallons per day (approx. 52% of full capacity, 26% of backup capacity) pumped in February of 1996.

A sewer master plan prepared by the City and their engineers in 2014 identified several areas for improvement.

The City began a construction project in 2015 to resolve these issues which is planned for completion sometime in 2016. Improvements include collection system upgrades comprised of new gravity sanitary sewer mains, manholes, and service connections. This collection system work will include rehabilitation or replacement of manholes and service lateral improvements within City rights-of-way or utility easements. It is anticipated that existing laterals will be replaced to the right-of-way line, while new service will be stubbed to the right-of-way line. The project will include the installation of a new emergency generator at the Rush Creek lift station. Improvements to the treatment system will also take place that will increase overall capacity and operating performance. These will include installation of new lagoon lining, raising of the lagoon dikes, existing sludge removal, and other enhancements.

7.2 Solid Waste

A private company is regularly selected by the City to provide solid waste collection services to the community. Washington County provides a transfer site between Cambridge and Midvale from where waste is taken to the Payette County landfill.

7.3 Telephone and Power

Communication services are provided by Cambridge Telephone Company including traditional telephone, cellular telephone, and high quality broadband services.

Electrical power service is provided by Idaho Power Company. Local distribution is three phase, 12.5 KV with step-down transformers at each home site.

The community is served by cable TV.

7.3 Heating

Heating for homes and businesses in the area is by electrical heat, heating oil, propane, coal, and wood. Propane and heating oil is available for delivery to private storage tanks. No natural gas service is planned at this time.

7.4 Medical Services

Local medical services are available at a community health clinic that includes dental and medical physicians. Regional health and hospital care is available close by in the Western Treasure Valley area including facilities in Weiser, Fruitland, and Ontario, OR.

7.5 Emergency Services

The community supports a volunteer ambulance service for the community and surrounding area. This includes class EMT-D volunteers that staff the ambulance service. The service owns one “type 1” ambulance with a defibrillator, based in Cambridge. Cambridge has a mutual response agreement with Midvale.

7.6 Fire Services

The Cambridge Fire District maintains a fire department rated class B in town and class 9 within 10 miles of the fire station. Equipment includes pumper trucks and a brush fire truck. There are 23 fire hydrants in Cambridge. Fire protection vehicles and ambulances are currently housed in separate buildings. Plans are currently underway to build a new combined emergency services building. The City is participating by providing the development site for this facility.

7.7 Library

The Cambridge Library District offers a public library with a 10,000 volume collection including electronic and audio tapes. Internet access is available as well. This district was formed in 1974 and qualifies as sub-unit of government with taxing authority under Idaho Codes.

7.8 City Services

The provision of municipal services is headquartered out of City Hall located at 80 South Superior Street. This includes the offices for the City Clerk, Public Works Superintendent, and Mayor. City Council Chambers are also located here. The Washington County Fairgrounds Exhibit Hall serves as the Cambridge polling place for city, state, and national elections.

7.9 PUBLIC SERVICES, FACILITIES, AND UTILITIES – GOALS, OBJECTIVES, AND POLICIES

The following goals, objectives, and policies reflect intentional efforts guided by this plan to help achieve the stated community vision for Cambridge as it relates to public services, facilities, and utilities.

GENERAL SERVICES

- Goal 1:** **Cambridge residents are able to experience a high level of community services.**
- Objective 1:** Provide professional, efficient, and cost-effective services to the citizens of Cambridge.
- Policy 1:*** Keep the delivery of municipal services centralized at City Hall.
- Policy 2:*** Continue to provide an environment of “customer service” that is caring, respectful, and professional.

MUNICIPAL FINANCES

- Goal 2:** **Foster innovative financing strategies that provide stabilization of needed infrastructure and allow for balanced growth.**
- Objective 1:** Use financing techniques that mitigate costs to residents and allocate cost for required infrastructure improvements in a fair and equitable manner.
- Policy 1:*** If appropriate, use Local Improvement Districts (LIDs) to pay for applicable projects.
- Policy 2:*** Whenever possible invest in garnering outside assistance (grants, loans, etc.) to help mitigate infrastructure costs born by local residents.
- Policy 3:*** Work with developers to allow reimbursement when developers front the costs for offsite infrastructure improvements.

PUBLIC SAFETY SERVICES

- Goal 3:** **Ensure that Cambridge is served by strong and effective public safety services.**
- Objective 1:** To support maintenance, enhancement, and expansion of future emergency medical services (EMS) and fire protection services and law enforcement.
- Objective 2:** Be a proactive partner with local medical and emergency services providers and the Washington County Sheriff to add appropriate support to their enhancement efforts.
- Goal 4:** **Provide and maintain high quality, cost-effective public water supply and wastewater system services for Cambridge residents.**

- Objective 1:** Continue to address the need for infrastructure improvements for the City's water and sewer systems.
- Policy 1:** Plan, update, and implement water and sewer master plans.
- Policy 2:** Develop funding strategies to address identified needs in master plans that are consistent with financial capabilities of residents.

PUBLIC UTILITY/COMMUNICATIONS

- Goal 5:** **Maintain effective communication with public utility/communications providers for the long term needs of the community.**
- Objective 1:** Ensure that public utility/communications providers have adequate opportunity for comment on and engagement in local land use related activities.
- Policy 1:** Establish regular opportunities to meet with utility/communication providers and discuss current and future community plans and/or impacts from a land use perspective.

LIBRARY SERVICES

- Goal 6:** **Be proactive about assisting with the provision of high quality library services for the community.**
- Objective 1:** Find appropriate ways to support enhancement and expansion of services through the Cambridge Library District.
- Policy 1:** Be a good partner for the library district by creating good communication and understanding of future needs and plans.

HEALTH CARE SERVICES

- Goal 7:** **Help healthcare service providers ensure the opportunity for good medical care for the residents of Cambridge.**
- Objective 1:** Be a good partner for providing highest level of local medical care possible for the residents of Cambridge.
- Policy 1:** Coordinate with healthcare providers to ensure adequate facilities are in place in Cambridge as the community continues to grow.
- Policy 2:** Support programs that provide local healthcare access to uninsured or underinsured residents.

CHAPTER EIGHT – COMMUNITY DESIGN

8.1 INTRODUCTION



Community Design can be described as the character and the impact that development has on the natural and built environment. The physical elements and development patterns of the community are two distinct perspectives on the character of Community Design; in addition, Community Design can affect the sense of place of the citizens.

Community design can also provide an attractive living environment, which could result in an orderly well-landscaped environment and promote an attractive climate for economic development and business investment.

Community design as it relates to building design refers to structural design and land impacts such as height of structures, the placement of structures on the site, the percent of building coverage and type of exterior materials. Community design as it relates to exterior design identifies public and private spaces, such as greenbelts, open space, trails and pathways and landscaping. In addition, community design's visual or preservation qualities could include the type and locations of landscaping, the control of noxious weeds, public access, location of sidewalks, and protecting historic structures. It is important that the city monitor the needs of the community.

Many community design issues can be accomplished through partnerships with city residents at little cost to the city. Others will require educating the public to the advantages of doing things differently. In any case, the issues regarding community design are not impossible, but will take a combined effort of the citizens of Cambridge working together.

In general, cities are encouraged to develop in a manner that expresses concern and appreciation for the aesthetic quality of the physical environment, while retaining its unique characteristics.

8.2 Building Design

The overall size and shape of a new building(s) can have a huge impact on the surrounding area and on how a development is perceived by the community, depending on where it is located. The height of a new building is extremely important; too high and the building can overwhelm neighboring properties, too low and it can create a gap in the physical "fabric" of the area. The overall scale and massing of a new building should also try to match that of the surrounding community. The overall form of a new building should incorporate as much variety as possible and avoid large expanses of flat walls or roofs. The key is to create a building whose size and shape generally complements the size and shape of surrounding buildings.

Quality building design can contribute to livability, improved aesthetics and the sense of community identity. Therefore, the City should promote building design that is visually compatible with surrounding development and enhances the community in order to create and retain attractive neighborhoods and business districts. Compatible doesn't mean alike, but comes from a visual relationship between adjacent and nearby buildings and the immediate streetscape.

However, policies and programs should not stifle creativity, individuality or personal choice and should be reasonably related to health, safety and welfare issues of the community. Design related policies should be as clear and objective as possible, but should also recognize that each community has special and unique characteristics. What is visually compatible in one location may not be appropriate in another location.

8.3 Central Business District (CBD)

The City of Cambridge maintains some of the characteristics reminiscent of its early founding. Its rustic buildings, overhanging awnings and wide tree-lined streets give it a warm friendly atmosphere. If Idaho is what America used to be, Cambridge is what Idaho used to be – a friendly country village.

Well-designed streets and sidewalks add value and act as a catalyst to the development of private property and the CBD. The location and maintaining of trees, sidewalk width, street lights, signs and other amenities, affect pedestrian activity. A block's aesthetic quality can determine how citizens and visitors perceive a positive or negative experience when they visit the CBD.

In general the Central Business District (CBD) could be impacted in a positive way by some type of design guidelines to enhance the area. The Central Business District (CBD) of the City of Cambridge is the heart of the community.

There are thriving businesses, historic structures and unique points of interest. Residents and property owners take pride in their upkeep of their properties. As tourism expands in the City, the CBD will continue to be the "Place to Be".

The correct placement of the right type of tree is very important to visitors, citizens and business owners alike. Trees can provide cool shade from the hot sun in the summers for visitors and

citizens; trees can reduce utility bills for business owners by shading buildings from the summer heat, and trees can enhance beauty in the CBD.

Sidewalks can provide easy access through the CBD. Sidewalks can enhance the experience in the CBD by having a sidewalk wide enough to have outdoor eating areas and room for pedestrians to stroll and shop in the area. Sidewalks allow the disabled to tour the area, no matter what their disability may be.

Signage can be designed for the pedestrian or the automobile. In the CBD you want people to get out their cars and walk the streets of Cambridge. Signs can direct the citizen and visitor to various points of interest or places to shop.

Flowers provide beauty, and benches allow people to sit, observe and take in the beauty of the City of Cambridge.

8.4 Commercial Design Guidelines Issues

As new commercial development comes or modifications are made to existing commercial structures in the City, the City may wish to consider the following guidelines that can be used to determine whether or not the design of the structure is appropriate for the City.

8.4.1 Building Scale

Use appropriate building scale. Buildings should not dominate the site or surrounding area.

8.4.2 Massing

Locate new buildings so they are compatible with the siting and massing of existing adjacent buildings and site development. Considerations should include setbacks, building heights, parking, arrangements and building shape and massing.

8.4.3 Entries

Locate buildings entries so they are easily identifiable from site entries and provide secondary entrances that are easily accessible and convenient to parking and delivery areas that serve buildings yet not dominate.

8.4.4 Commercial Design Issues:

For commercial structures these guidelines could help in establishing the values for the structures in Cambridge.

- a. Richness of surfaces and texture;
- b. Use of durable, low maintenance materials;
- c. Significant wall articulation (insets, canopies, wing-walls, trellises, porches, balconies);
- d. Pitched roofs and shed roofs;
- e. Roof overhangs;
- f. Traditional window rhythm;
- g. Articulated mass and scale;
- h. Significant landscape and hardscape elements;
- i. Landscaped and screened parking;
- j. Comprehensive and appealing monument signs;
- k. Clear visibility of entrances and retail signage;
- l. Clustering of buildings to provide pedestrian courtyards and common areas and;
- m. Step-down of buildings scale along pedestrian routes and buildings entrances.

8.5 Industrial Design Issues:

The industrial design issues facing industrial land use may not be based as much on building scale, massing, or entry issues, but more on the visual impacts to adjacent properties and include such issues as: noise, vibration and odors. These issues would have a significant impact on adjacent and nearby properties. In addition, City should consider the following in reviewing industrial property development:

- a. Take caution when planning to build new industrial development near residential properties;
- b. Create design criteria for industrial development which is adjacent to or near residential development;
- c. Create landscaped and screened parking areas;

- d. Develop guidelines for landscape and hardscape elements along public right-of-ways;
- e. Provide pedestrian access on the site;
- f. Provide employee courtyards;
- g. Create clear visibility of entrances; and
- h. Create comprehensive and appealing monument signs.

8.6 Landscaping

Landscaping, too often treated as a secondary consideration or eliminated altogether due to cost constraints, is in fact a critical component of any successful development project and should be considered an essential part of the design process. A rich variety of vegetation should be provided, appropriate to the intended use. Paths and outdoor seating should fit the overall landscape plan and take into account how and when residents will use them.

Landscaping can make or break a project. Done well, it complements and enhances a development and its neighborhood. Done poorly, or not at all, and the quality of a development is diminished, no matter how well the buildings are designed.

Determine the type of trees that are appropriate for the width of sidewalk, size of building facades, location of awnings and general features of the area.

If paved areas are ever considered, paved areas should be designed as part of the landscape. Edges between paved and landscaped areas should be designed so the two realms work well individually and together.

8.7 Historic Structures

Some of the things that contribute to the image of Cambridge are its historic commercial buildings facing Highway 95: the museum (the only remaining wooden structure), brick downtown stores, the old blacksmith building (now a restaurant site), News Reporter Building, and the Masonic Hall. Historic residential buildings including the Wilson home now on the National Register are presented in a Walking Tour for visitors. These structures are important to the City of Cambridge's present and future.

8.8 Community Gathering Place

One community gathering place is Tower Park, where the City's water tower is located and where most of the City community events take place. The elementary and high school grounds and the fairgrounds are other gathering places in the City.

8.9 Parking

Parking is available on the public streets. There are no public parking meters or limits on duration of time to park.

8.10 Signage

Many businesses believe that signage is important to the success of their business. Signs can be used to direct, inform and entice. Properly designed, signs can enhance the character of a community. However, if they are too large, bright, or numerous, they may not blend well with the existing area and may compete for drivers' attention with important traffic signs and safety messages.

In the interest of traffic safety, tourism development, and concern for the appearance of the community, municipalities may choose regulate signage through adoption of a sign regulation, or as part of its zoning ordinance.

Although sign standards can only minimally regulate content, they can specify design, and limit size, location, and the number of words per sign. Communities can create guidelines for the development community, which demonstrate (preferably by illustration) how good signs fit within the surroundings and enhance the appearance of the community. Sign regulations are intended to avoid unsafe placement and to avoid visual clutter.

Regulations can deal with size, height, colors and illumination. Signs should be designed and scaled to either a pedestrian- or vehicle-oriented environment depending on their location. They should meet community standards and character. There are various types of signage available such as monument, pole, lighted, animated, sandwich, special event signs and others.

A concern regarding pole signs is that each new pole sign must increase in elevation in order to be seen at a distance. This distance is based upon the perspective of the previous sign. Some animated signs distract the driver, and the use and placement of off-site signs such as billboards should be strictly regulated.

Some signs may not be appropriate or may be appropriate for only a short period of time, such as banners, flags and streamers used for grand openings. Multiple signs on the face of a structure can be cause for concern. Once ordinances are adopted, it is important that code enforcement is allowed to ensure that the public abide by the adopted ordinance.

8.10.1 Sign Standards

- a. Maintain and enhance the aesthetics of the City;
- b. Enhance automobile, biking, walking, and other modes of transportation safety;
- c. Encourage the compatibility of signs with their surroundings and the zoning district in which they are located;
- d. Protect and enhance scenic views and natural landscapes;
- e. Protect and enhance economic viability of the City's commercial corridors by assuring aesthetic appeal to businesses and residents alike;
- f. Promote the use of aesthetically pleasing sign material as,

The City of Cambridge must consider what is appropriate for its residents and its vision and goals.

8.11 Dark Skies

The concept of dark skies is based upon light pollution, which is produced by city businesses and the houses of residents. The concern is the adverse effect of artificial light including sky glow, glare, and light trespass, decreased visibility at night and energy waste. Some cities have adopted Dark Skies Ordinances to reduce the amount of light and the number of lumens that exterior lighting produces.

8.12 Community Design Goals, Objectives, and Policies

CENTRAL BUSINESS DISTRICT

<u>GOAL 1:</u>	Strengthen and enhance the City of Cambridge's Central Business District(CBD).
OBJECTIVE 1:	Develop a sense of community in CBD that meets needs of its citizens by creating a visually stimulating and aesthetically pleasing place to do business.
<i>POLICY 1:</i>	Develop partnerships with the business community to implement and maintain streetscape plan items, including sidewalks, trees, planting strips, irrigation, streetlights, and other furnishings in the CBD.

POLICY 2: Provide access to the CBD via sidewalks, trails and bike lanes.

SIGNAGE

GOAL 1: **Enhance the economic vitality of existing businesses and industries.**

OBJECTIVE 1: Protect and enhance the City’s commercial corridors by assuring aesthetic appeal to businesses and residents alike.

POLICY 1: Develop safe and effective signage that identifies the establishment of the activity that is being considered.

GOAL 2: **Protect and enhance scenic views and natural landscapes by avoiding the visual clutter created by excessive signage.**

OBJECTIVE 1: Avoid visual clutter that may be harmful to vehicular and pedestrian safety promotes business opportunities and creates an attractive appearance throughout the city.

POLICY 1: Sign standards should be reflective of the uniquely identifiable areas of the City and are compatible to their surroundings.

- a. Revise sign ordinances to encourage monument signs in lieu of pole signs.
- b. Discourage development of billboards and electronic displays in the city.
- c. Maintain and enhance the visual aesthetics of the city.
- d. Promote the use of aesthetically pleasing sign materials, colors and types.
- e. Prevent the use of non-conforming roadside signs on all roads and highways within the city.
- f. Develop guidelines that provide time limits on the use of temporary signs.

DARK SKIES

GOAL 1: **Reduce the amount of ambient light that filters to adjacent property or in the sky.**

OBJECTIVE 1: Identify the visual impacts of fugitive lighting.

POLICY 1: Consider establishing a Dark Sky Ordinance.

CHAPTER NINE - SCHOOLS AND TRANSPORTATION FACILITIES



9.0 Introduction

The purpose of this chapter, as described in the Local Land Use Planning Act, is to allow cities and school districts to better communicate regarding future school district needs. The intention is for schools to partner with cities with regard to the location of school sites and the implementation of public facilities serving those sites.

There have been occasions in Idaho where school locations, developed in recent years, have caused significant concerns about safety and accessibility. It is possible schools are not easily accessed from nearby residential subdivisions or are located long distances from student's homes, resulting in more vehicle traffic, pollution, and safety concerns. In addition, there are examples of schools being developed where neighboring parcels have no sidewalk and therefore put students walking to school in dangerous conditions as they compete for space with vehicles.

It can also be a concern when schools may not sufficiently be accessible to residential subdivisions, because the school district may look for donated or very inexpensive land, which may be on the outskirts of the city away from recent land development.

At this time, no active development, or re-development of public school facilities are planned in the Cambridge District #432. However, this document seeks to recognize and proactively address future consideration of these issues as well as to promote good partnership between the City of Cambridge and the Public School system.

This chapter discusses current conditions of educational attainment, student enrollment, physical inventory, capacity and the movement of students.

9.1 School Facilities and Transportation

The Cambridge Public School system offers both elementary (grades 1 – 6) and secondary (grades 7 – 12) facilities. The secondary curriculum includes vocational agriculture and home economics courses. School facilities, all located within city limits, provide adequate space for the 2014-2015 enrollment of 114 students, as shown in Exhibit 17. This district encompasses the northern half of Washington County, and the southern half of Adams County (Indian Valley), and is served by four school bus routes. Most students living within city limits use private vehicles or pedestrian routes to arrive at school. A historic breakdown of school enrollment from 1995 to 2015 is described in Exhibit 18.

9.2 Enrollment by Grade

EXHIBIT 17 – Enrollment By Grade – 2014–2015

GRADE	K	1	2	3	4	5	6	7	8	9	10	11	12	TOTAL
STUDENT	7	10	8	5	5	5	9	11	10	8	10	8	9	114

Source: Cambridge School District #432, 2016

9.3 Enrollment Trends

EXHIBIT 18 - Enrollment Trends (1995 through 2015)

SCHOOL YEAR	1995-1996	2001-2002	2004-2005	2009-2010	2014- 2015
STUDENT POPULATION	301	193	170	146	114

Source: Cambridge School District #432, 2016

9.4 School District Goals (2015 – 2016)

9.4.1 Area 1 – Finance - The board of trustees believes financial stability is the foundation for overall success of the district. To facilitate financial stability, the following goals are recommended:

1. The district will build and maintain an adequate fund balance of at least \$201,000.
2. The district will maintain safe, clean facilities in good repair.
3. The district will hire and retain quality staff and maintain staffing levels based on guidance from the State legislature.

9.4.2 Area 2 – Academics - The board believes Cambridge School District #432 should provide top quality educational opportunities which will prepare all students for college and careers. The board believes measuring teacher effectiveness, which is not being measured by other means, should be a priority. The board believes teachers and administrators should strive to improve communication with parents. To facilitate educational opportunities for students, measurement of effective teaching strategies, and communication with parents, the following goals are recommended:

1. The district will provide top quality educational opportunities for all students.
2. The district will facilitate alternative placement of any student who finds they cannot be successful in the district, and will act as a partner with the alternate placement on the student's behalf.
3. The district will communicate in the most effective and useful manner possible with parents.

9.4.3 Area 3 – Facilities - The board believes staff and students work and learn best in a safe, clean, well-maintained environment. The following goals are recommended:

1. Maintain buildings and grounds in top condition.
2. Budget funds for continued maintenance and improvement of structures and grounds.
3. Improve school building safety.
4. Increase community involvement in building maintenance.

9.5 SCHOOLS AND TRANSPORTATION FACILITIES GOALS, OBJECTIVES, AND POLICIES

The following goals, objectives, and policies reflect the overall community vision of this plan that emphasizes strong safe schools and good access for all to educational opportunity as a highly desirable outcome.

Goal 1: **Promote a proactive and forward looking environment for providing access to and involvement in high quality educational opportunities for all Cambridge residents.**

OBJECTIVE 1: Recognize and support the demand for all educational opportunities within the community, including public schools, charter schools, private schools, home schools, and access to higher education.

POLICY 1: City leadership will facilitate and encourage others to meet at least annually with school district leadership and officials to discuss community issues and the opportunities for partnership in meeting the needs of Cambridge residents.

OBJECTIVE 2: Work with Cambridge Schools District and school busing providers to promote safe transportation processes and services.

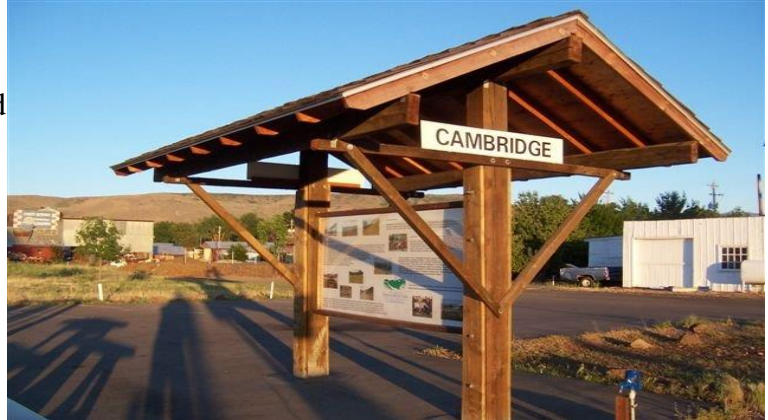
POLICY 1: Encourage and coordinate with school facilities managers and planners to understand and provide safe access including vehicle, pedestrian, bicycle, etc. to school facilities.

POLICY 2: Establish good communication processes regarding weather related travel conditions on city streets and pedestrian pathways.

CHAPTER TEN - PARKS AND RECREATION

10.1 Introduction

The City of Cambridge values the need to provide open space and recreation opportunities for its citizens with the development of Tower Park. It should be noted that the Cambridge School District provides recreational activities for its students, and the Friends of the Weiser River Trail (FWRT) has partnered with Union Pacific Railroad to manage the Weiser River National Recreation Trail. Finally, there are many other recreational opportunities within 107 miles from the city limits for citizens of Cambridge and visitors alike.



10.2 Existing Facilities

10.2.1 City Park

Tower Park sits on a 14,000 sq. ft. site that also houses the City of Cambridge's water tower. Community events are located on this site. There is also a park behind the Museum, which is available for resting or enjoying refreshments. In addition, the City has a partnership with the Cambridge School District whereby by the city applied and received grant funds to develop two tennis courts on District property with the District maintaining and operating the facility.

10.2.2 Regional Recreational Sites

There are number of regional recreational sites, which are described in this chapter. The City of Cambridge is known as the "Gateway to Hells Canyon", while the Weiser River Trail is beginning to receive national recognition for its bike trail.

In addition, the Weiser River, Brundage Ski Resort, Payette Lake and Mundo Hot Springs are regional recreation sites, as described in Exhibit 19.

EXHIBIT 19

Name	Local Recreational Sites, Regional and National Parks	Miles from the City of Cambridge	Some Activities that are Available
Weiser River	Local	4.6	Fishing, boating, swimming
Weiser River Trail	Local	In the City	50 mile trail for hiking, biking, nature trails. 1.2 miles goes through the City
Hells Canyon	National	29-75	Fishing, boating, swimming, jet boating, white-water rafting, camping, photography
Brundage Ski Resort	Regional	57.4	Skiing, snow boarding, tubing
Mundo Hot Spring	Regional	3	RV Park, Campgrounds, Hostel, Bistro, Wildlife Watching, River Hiking
Brownlee Reservoir	Regional	32	58 mile long reservoir has fishing and boating,
Payette Lake	Regional	63.6	5,330 acres has fishing, boating, swimming, other water sports, picnic areas
Payette National Forest	National	Surrounds the City of Cambridge area	Campgrounds, Wildlife Watching, River Hiking
Payette National Forest - Lost Valley Reservoir	National	45	Camping, Lake and Pond Fishing, Hiking, Camp Grounds, Swimming, OHV Riding, Boating, and Other Water Sports
Crane Creek Reservoir	Regional	25	3,700 acres has bird watching, fishing and camping
C. Ben Ross Reservoir	Regional	20	360 acres has bird watching, boating and picnicking
Mann Creek Reservoir	Local	20	650 acres; boating, fishing, picnicking, camping, swimming, hunting, and water sports

The following web sites provides additional information regarding the regional recreational areas.

- Hells Canyon - <http://www.fs.usda.gov/detail/wallowa-whitman/recreation/?cid=stelprdb5238987>
- Brundage Ski Resort - <http://brundage.com/>
- Mundo Hot Spring - <http://hotspringsguy.com/2012/09/mundo-hot-springs-idaho/>
- Payette Lake - http://www.milehighmarina.com/payette_lake.htm
- Brownlee Reservoir - <http://www.brownleereservoir.com/>
- Mann Creek Reservoir - <http://www.recreation.gov/recreationalAreaDetails.do?contractCode=NRSO&recAreaId=117>

10.2.3 Weiser River National Recreation Trail

In August 1997, the Union Pacific Railroad executed a deed granting the Friends of the Weiser River Trail the entire rail corridor under the 1983 Rail Banking Act. The Weiser River National Recreation Trail is managed by the Friends of the Weiser River Trail (FWRT), which is a private, nonprofit organization formed to convert the old Pacific and Idaho Northern (PIN) railroad grade from Weiser, Idaho, to Rubicon (near New Meadows, ID) into a trail for public recreation. The Weiser River NRT is the longest trail in Idaho. Four communities along the trail provide services, including Weiser (the largest, with many restaurants, motels and shops), Midvale, Cambridge and Council.

The Mission Statement for the Friends of the Weiser River Trail is:

- To preserve the integrity of the former Pacific and Idaho Northern Railway corridor which forms the Weiser River Trail;
 - To develop, manage and maintain a public recreational trail along its length; and
 - To protect and enhance the riparian and other natural habitats within the corridor.
- Source: [Weiser River National Recreation Trail was a Rails-to-Trail Conservancy Trail of the Month in August 2006.](#)

Along the trail there are desert canyons, evergreen forests and alpine meadows. Other highlights of the trail include 62 historic rail trestles and wildlife such as deer, waterfowl, quail, turkeys, herons and eagles. Coyotes, bears and mountain lion are also known to be in the area. The trail follows the Weiser River and is perfect for fishing.

10.3 Future Needs

The City of Cambridge plans to construct handicapped-accessible restroom facilities at Tower Park if grant funding for this project becomes available.

10.4 Summary

The City has no plans to add additional parks at this time. The tennis courts need some attention, and the City may need to review the partnership and agreement with the District.

The City recognizes the importance and economic benefit of the Weiser River National Recreation Trail organization and supports the efforts of the Friends of the Weiser Trail.

10.5 PARKS AND RECREATION GOALS, OBJECTIVES, AND POLICIES

GOAL 1: **Develop parks that are accessible and meet the needs of the citizens of**

OBJECTIVE 1: Update and maintain existing parks and facilities to meet safety regulations, and to improve quality.

POLICY 1: Continue to save and use local funding and other community resources to expand needed improvements to Tower Park.

POLICY 2: Search for the appropriate parks and recreation grants to meet the needed park funding.

OBJECTIVE 2: Ensure that City parks are managed and maintained in a cost-effective manner for the enjoyment of the public.

POLICY 1: Revisit the tennis court agreement between the City of Cambridge and the Cambridge School District.

CHAPTER ELEVEN - CULTURAL AND HISTORIC SITES (SPECIAL AREAS OR SITES)

11.1 Introduction

In 1862, a wagon train under the direction of Tim Goodale camped in the area, while men built a wagon road across the mountains to the Snake River and Brownlee Ferry. The time coincided with the passage of the Homestead Act, and within the next decade a thriving little settlement known as Salubria, on the old Indian trail, grew up at the heart of a fertile agriculture area. With the excitement of the mines on Cuddy Mountain, Thunder Mountain, Seven Devils, and Mineral, Salubria became the source of supplies for the miners and a supply depot for the freighting from Boise City and eastern Oregon.



Because of a controversy between landowners and the railroad, the PI&N. tracks were laid on the west side of the Weiser River, and the train rolled into Cambridge in 1900, officially establishing a new town. It was the site of a CCC camp in the 1930's, and again a supply depot, during the influx of men and equipment for the building of the Brownlee, Oxbow and Hells Canyon dams on the Snake River.

Cambridge has maintained its buildings which cross the decades, and have survived major fires or been rebuilt after major mishaps. It prides itself on having four buildings on the National Register, which reflect the life of the residents across the decades: the Masonic Hall, the newspaper office, the present Museum (a former store), and a residence of a wealthy and influential family. Other older buildings exist but have not been placed on the Register. Last summer the Oregon-California Trails Association recognized the 1862 wagon trail as a spur of the Oregon Trail, and marked the route.

11.2 Historical Sites

As identified in Chapter 10, Parks and Recreation, the Pacific and Idaho Northern Railway corridor is being preserve by the Friends of the Weiser River Trail.

The Mission Statement for the Friends of the Weiser River Trail is:

- To preserve the integrity of the former Pacific and Idaho Northern Railway corridor which forms the Weiser River Trail;
- To develop, manage and maintain a public recreational trail along its length; and

- To protect and enhance the riparian and other natural habitats within the corridor.
Source: [Weiser River National Recreation Trail was a Rails-to-Trail Conservancy Trail of the Month in August 2006](#)

Through the Weiser River National Recreation Trail, a great opportunity has been established in order to preserve the integrity of a historic rail corridor, which has become the longest trail in Idaho.

11.3 Historical Structures

The museum building, originally a general merchandise store, was willed to the City of Cambridge by the Burgess family. The building was run as a museum by Floyd Burgess as early 1967 and manned by his brother Elmer Burgess until his death in 1980.

After Elmer Burgess's death, the museum was closed for re-organization and remodeling until August of 1984, when it was opened under the direction of Sandra Hansen with a dedicated team of volunteers. The museum building was placed on the National Historic Register in 1990, and has won recognition and awards from the State of Idaho.

The Museum committee has completed a new storage facility to house all artifacts for future display. Exhibit 20 describes the location of the five additional historic structures in the City of Cambridge.

EXHIBIT 20- Historic Structures

Name on Register		Date Listed	Location
Cambridge News Office		December 28, 1989 (#89002128)	55 N. Superior St.
Edwards-Gillette Barn		February 19, 2002 (#02000013)	3059 Rush Creek Rd.
Jewell Building		January 18, 1990 (#89002263)	15 N. Superior St.
Salubria Lodge No. 31		March 9, 1990 (#90000368)	85 W. Central Blvd.
Wilson House		January 6, 2004 (#03001369)	75 N. 5th St.

Source: https://en.wikipedia.org/wiki/National_Register_of_Historic_Places_listings_in_Washington_County,_Idaho

11.4 Summary

Protecting those sites and structures that identify the City's heritage and its character is important. As land use changes occur, the City should continue to preserve these historic lands and structures, as envisioned by those who are participating in the planning process.

11.5 Cultural and Historic Sites (Special Areas or Sites) Goals, Objectives, And Policies

- | | |
|-------------------------|---|
| <u>GOAL 1:</u> | Preserve the historical features, lands and buildings in the Cambridge area. |
| OBJECTIVE 1: | Foster recognition, rehabilitation and preservation of historic sites and areas. |
| <i>POLICY 1:</i> | Identify future historic structures and areas by conducting reconnaissance surveys. |

CHAPTER TWELVE - NATURAL RESOURCES

12.1 Introduction

The purpose of this element is to establish a balance between development and the conservation of natural resources and open space. Land in and around the City should be used for the purpose for which it is best suited, as defined by a combination of its natural characteristics, location, and the goals of the City. Natural resources represent both opportunities and limitations to human use. The concern relates to the degree that the City may allow or discourage certain land uses.



Natural resources are studied not only for the discussion of land development issues, but also to maintain a healthy and pleasant environment. The natural resources specified within this plan consist of wildlife and wildlife habitat, air quality, water resources and waterways. It is important to consider the impact of new development on these areas. Geology and topography will be discussed in Chapter 13 and agricultural areas and soils will be discussed in Chapter 16.

Land is a limited resource and the land impacts a city and economy -- for cities, farms, and recreation not only compete with each other, but also encroach upon the natural environment and may have direct and indirect negative impacts upon these uses. Natural resources also include wetlands, floodplains, and a wide variety of soil types—some that are suitable for development and some that are more suitable for other uses. Cities use various tools to protect and preserve land, such as: the Comprehensive Plan and the zoning and subdivision ordinances as well as other City planning documents.

The following choices, decisions and factors should be considered:

- a. How will the City balance the desire to protect and preserve sensitive natural lands?
- b. How can the City and Washington County work together to prevent soil erosion and to protect ground and surface water from contamination caused by future development and agriculture?

12.2 Climate, Precipitation and Temperatures

The City of Cambridge is located at an elevation of 2,661 feet above sea level and is favored with a mild arid climate and distinct seasons. Prevailing winds blow from the northwest during warmer months and from the southeast the remainder of the year. The average growing season lasts approximately ninety-six (96) days.

12.2.1 Precipitation

Annual average precipitation is 19.88 inches. Most of the precipitation occurs during the winter months in the form of snow and spring rain.

12.2.2 Temperatures

Cambridge has a dry summer continental climate with cold, moist winters, gradual springs, hot and dry summers, and brief autumns. July is the hottest month.

Summer temperatures range from 92.9° F. in July, during the day to 54° F. at night. Winter temperatures range from 31.5° F. during the day and 13.5 degrees F. at night.

Exhibit 21 illustrates the average temperature, precipitation and other climate features, as stated by the Western Regional Climate Center.

2.3 Water Quantity and Quality

The primary resource of the City of Cambridge Area is the availability of surface and ground water. Snow pack melt and spring seepage from the mountains of both Washington and Adams Counties are the primary source of surface water in the City and County.

Within the Cambridge Area of City, water rights applicable to specific property are required for the use of surface water for irrigation. Approximately 63.4% of the impact area is irrigated.

Within the area, there are three principal irrigation districts:

- a. Cambridge Irrigation District or Allison Jewel Ditch, Main Source – Weiser River
- b. Pine Creek Irrigation District, Main Source – Pine and Spring Creek
- c. Rush Creek Irrigation District, Main Source – Rush Creek

EXHIBIT 21 – Monthly Climate Summary

Cambridge, Idaho

Period of Record Monthly Climate Summary

Period of Record : 01/01/1894 to 01/20/2015

	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Annual
Average Max. Temperature (F)	31.5	38.2	50.4	63.1	72.5	81.3	92.9	91.3	80.2	66.0	47.2	34.6	62.4
Average Min. Temperature (F)	13.5	17.6	27.0	34.4	40.8	47.5	54.0	51.0	41.3	32.5	25.4	17.3	33.5
Average Total Precipitation (in.)	3.05	2.31	1.99	1.38	1.45	1.19	0.33	0.41	0.70	1.30	2.56	3.22	19.88
Average Total Snow Fall (in.)	18.6	9.4	3.0	0.3	0.0	0.0	0.0	0.0	0.0	0.1	5.4	15.8	52.7
Average Snow Depth (in.)	No Data												

Percent of possible observations for period of record.

Max. Temp.: 99.2% Min. Temp.: 99.4% Precipitation: 99.6% Snowfall: 95.1% Snow Depth: 59.8%

Check [Station Metadata](#) or [Metadata graphics](#) for more detail about data completeness.

Western Regional Climate Center, wrcc@dri.edu

12.4 Wildlife:

Surrounding the City are many miles of wildlife habitat. Wildlife seen along the Weiser River Trail and the vicinity are mountain lion, moose, deer, elk, bear, wolf, water fowl, raptors, quail, wild turkeys and various common birds, Western Tanager, Northern Oriole, Lazuli Bunting, Spotted Towhee, Black-headed Grosbeak, and Great Blue Heron.

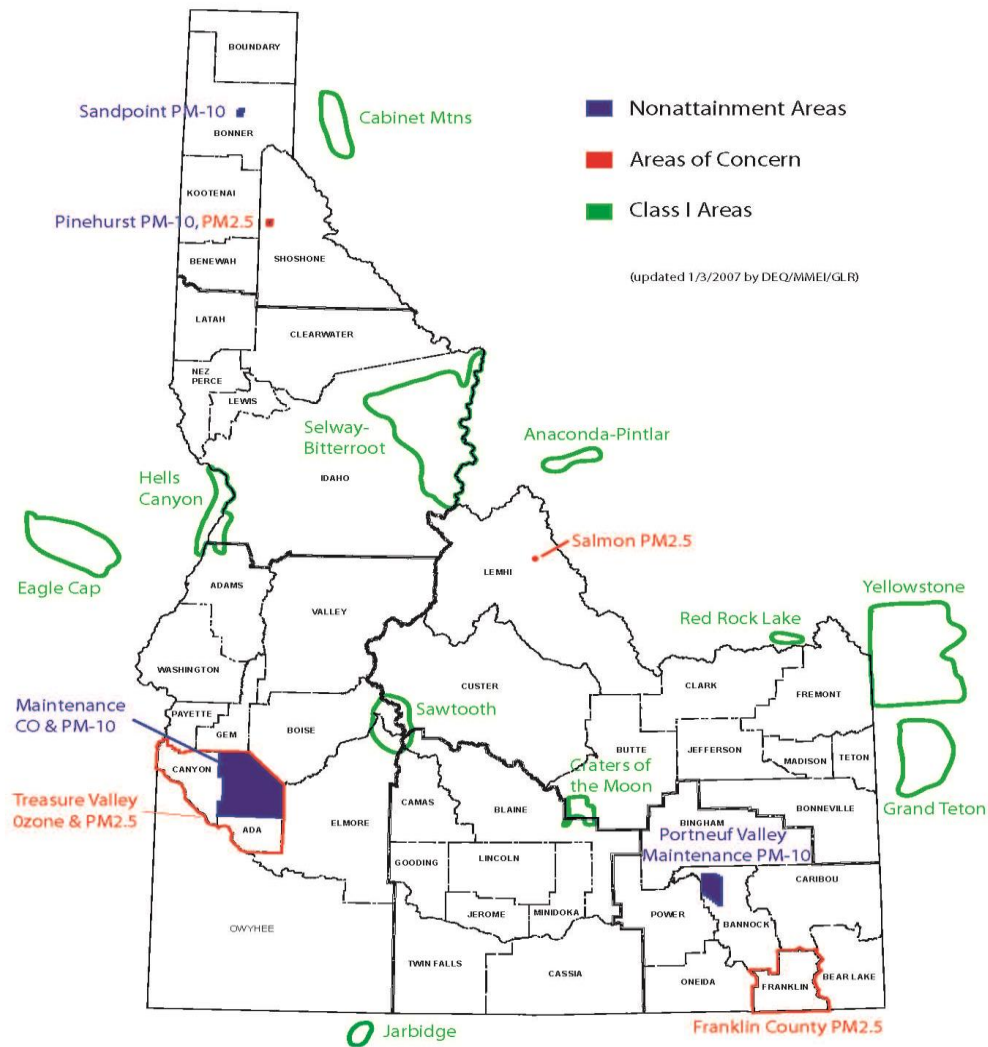
12.5 Air Quality

Air quality in any given location is based on the concentrations of various pollutants in the atmosphere. In general, air quality is affected by the type and amount of pollutants emitted into the atmosphere, the size and topography of the air basin, as well as meteorological conditions and prevailing climate. Federal standards for criteria air pollutants have been established by the EPA under the Clean Air Act's National Ambient Air Quality Standards (NAAQS). The pollutants for which ambient concentration limits have been set are the following: tropospheric (lower atmosphere) ozone (O₃), carbon monoxide (CO), nitrogen dioxide (NO₂), sulfur dioxide.

EXHIBIT 22 - Idaho Air Quality Planning Areas

[FTP://FTP-FC.SC.EGOV.USDA.GOV/ID/TECHNICAL/AIR_QUALITY/NONATTAINMENT_MAP.PDF](http://ftp-fc.sc.egov.usda.gov/ID/TECHNICAL/AIR_QUALITY/NONATTAINMENT_MAP.PDF)

Idaho Air Quality Planning Areas



(SO₂), particulate matter less than 10 microns (PM₁₀), particulate matter less than 2.5 microns (PM_{2.5}) and lead (Pb).

According to EPA regulations, an area with air quality better than the NAAQS is designated as “an attainment area”, while an area with air quality worse than the NAAQS is classified as a “non-attainment” area. An “unclassifiable” area is one in which insufficient air quality monitoring data has been collected to justify formal classification.

Exhibit 22 shows that the City of Cambridge is not in an attainment area and has no air quality issues, other than those, during the winter months, due to wood burning in order to heat homes.

12.6 NATURAL RESOURCES GOALS OBJECTIVES AND POLICIES

GOAL 1: **Retain the existing high quality environment for future generations by ensuring that land, air, water and wildlife are not diminished in quality or quantity due to future activity.**

OBJECTIVE 1: Promote natural resource areas by creating, preserving, and enhancing parks, hiking trails, active and passive recreation facilities and by creating useable open space for the betterment of the community.

POLICY 1: Preserve open space, natural beauty and critical environmental areas.

OBJECTIVE 2: Protect the health and integrity of the natural environment because of its importance in maintaining a competitive advantage with other regions.

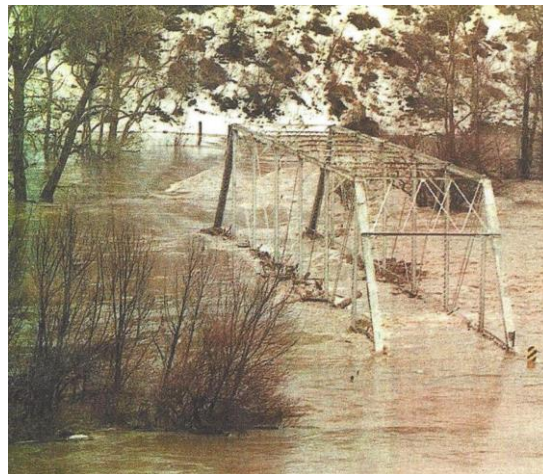
POLICY 1: Identify the area’s natural resources and work with the appropriate agencies to reduce impacts to wildlife habitats and open spaces.

POLICY 2: Develop policies to preserve these areas through public/private partnerships.

CHAPTER THIRTEEN - HAZARDOUS AREAS

13.0 INTRODUCTION

Hazardous areas are those areas which currently threaten, or may have the potential to threaten, human health, property, and/or wildlife. It is important to identify these areas to prevent development in potential hazardous areas. Hazardous areas can be the result of the natural environment such as waterways, floodplains, landslides, snowslides and earthquakes, but could also include man-made elements such as, landfills and railroad crossings, airport clear zones, and the transport of hazardous materials by rail and truck. In addition, the burning of grasses, weeds, crops and other materials, as well as fugitive dust, can impact air quality.



With the relatively flat topography of Cambridge, the primary natural hazardous area is from flooding.

13.1 EXISTING CONDITIONS

13.1.1 Geology/Topography

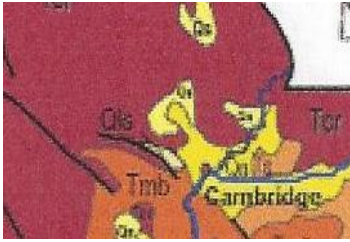
Washington County covers a large area on the south slopes of the Seven Devils Mountains and across the Weiser River Valley. It is entirely underlain by accreted terrane rocks, but these are only exposed along the western border, in the canyon of the Snake River.

Much of the central and eastern parts of the county are underlain by Miocene Columbia River basalt flows, cut by normal faults into gently tilted blocks.

The Weiser River Valley contains Miocene sandstones deposited in rivers draining the Idaho batholith in the last 10 million years. These contain mercury deposits east of Weiser.

The area within the City of Cambridge and the Area of City Impact has Quaternary alluvial deposits. See Exhibit 23.

Exhibit 23 - Geology Map



Qa

- Quaternary alluvial deposits

13.1.2 Minerals

No prominent minerals have been found within the City of Cambridge or Area of City Impact.

13.1.3 Soils

A complete review of the soils of the area has been identified in Chapter 16 (Agriculture), Exhibit 28.

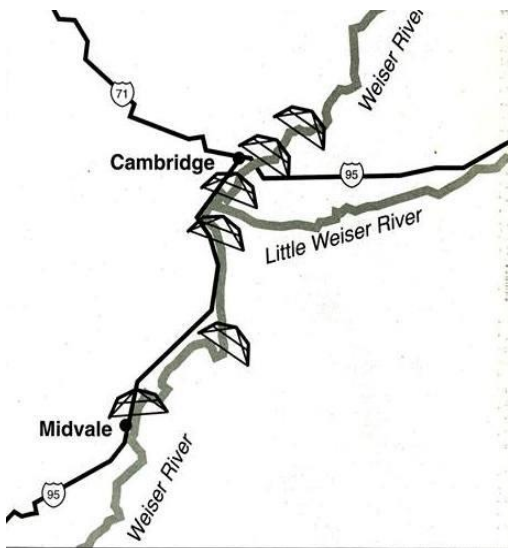
13.2 NATURAL HAZARDS

13.2.1 Flood Plain/Flood Fringe

Floodplain/flood fringe are areas that are seasonally inundated by rivers, streams, or creeks. These areas are delineated in terms of their frequency of flooding, such as 100-year and 500-year. The floodway is an area within the flood plain/flood fringe that includes that channel and any area below the ordinary high water level. These areas are identified and mapped by the Federal Emergency Management Agency (FEMA). Floodways and flood plain/flood fringe are important because of their hazardous potential and their ability to store floodwater. Because lands within these areas are subject to flooding, development is usually heavily regulated and/or prohibited, particularly in the floodways. Generally, these areas are less conducive to the construction of housing, commercial or industrial structures.

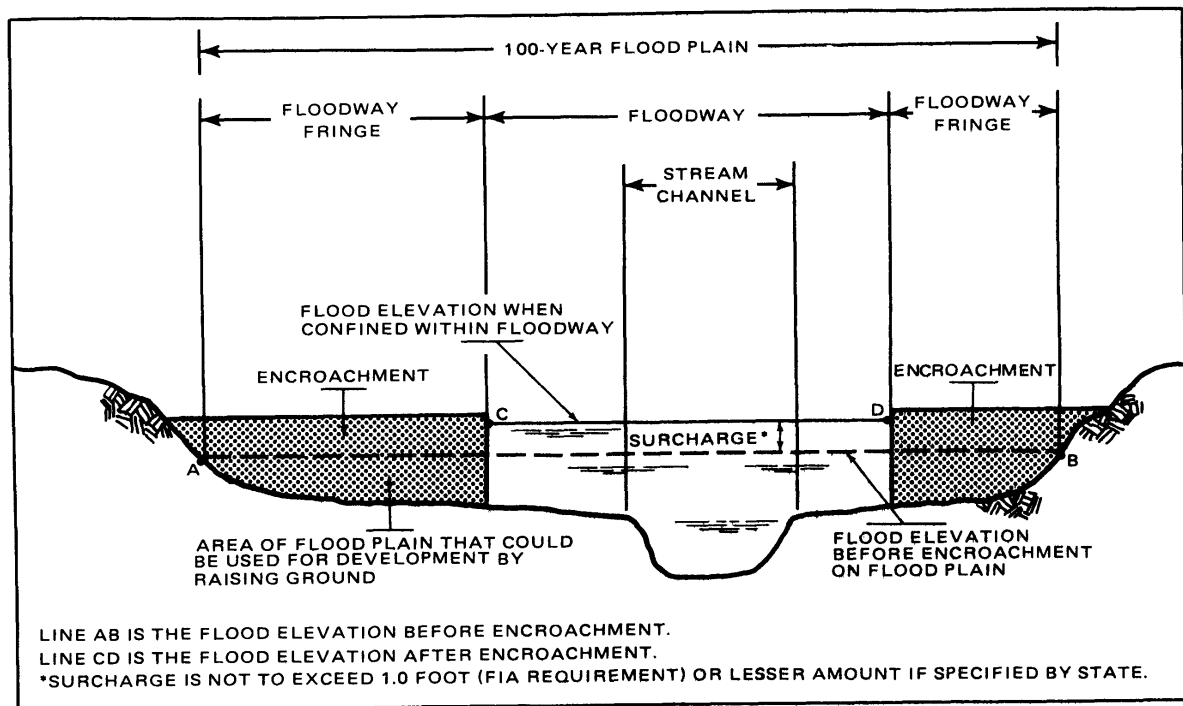
As reported after the flood of 1997: the County has suffered the loss of a number of bridges, particularly in the Cambridge area. Many areas are impassible, so law enforcement has been unable to assess damage. In fact, Midvale and Cambridge are cut off (See Exhibit 24.)

EXHIBIT 24 – 1997 City of Cambridge Flood



The residents of Cambridge are watching flood waters along the Weiser and Little Weiser Rivers carefully, and a number of families have been evacuated. Transportation in the area is a significant problem for the region. Everyone living east of the Weiser River is cut off from the west side where both Cambridge and Midvale sit. At least six bridges in the Midvale-Cambridge area have washed out or are impassable due to flooding along the Weiser River in that area. Only one of the bridges (second from the top) directly impacts U.S. Highway 95. The remainder of the bridges are located on other roads off the main highway.

EXHIBIT 25 – Floodplain Schematic



13.2.2 Rivers, Creeks, Irrigation, Drainage, Canals, Ditches

There are various areas where open water exists in the City and the Area of City Impact. Irrigation canals are utilized in Washington County to feed water to fields of crops each season. The Weiser River and other waterways that feed in the river can be hazardous. It should be noted that playing in these areas where water is present could be hazardous.

13.2.3 Well-Head Protection

Groundwater is used throughout the county for domestic and public water supply. The protection of the public water supply and its sources from contamination has come under scrutiny from the Environmental Protection Agency (EPA). The EPA has mandated that each state must prepare a well-head protection plan for public water supply. The Idaho Wellhead Protection Plan was recognized and approved by both the Idaho Legislature and the EPA, and laid the groundwork and provided guidance for developing individual public water system wellhead protection plans. Many communities throughout Idaho have subsequently pursued voluntary wellhead protection efforts under the guidance set forth within the state's plan. Idaho DEQ has done an evaluation of all drinking well sources in the State. According to the Idaho DEQ, a detection above a drinking water standard MCL, any detection of a VOC or SOC, or a detection of total coliform bacteria or fecal coliform bacteria at the wellhead will automatically give a high susceptibility rating to a well despite the land use of the area because a pathway for contamination already exists.

13.2.4 Winter Storms/Freezing

A winter storm will have one or more of the following weather elements: blizzard conditions, heavy snow, accumulations of freezing rain/drizzle, and/or heavy sleet. A blizzard is a storm lasting about three hours or longer with winds of thirty-five mile per hour and considerable falling and/or blowing snow frequently reducing visibilities to less than 1/4 mile. The havoc caused by blizzards is generally on a smaller scale since roads are not universally closed, and winds involved usually subside more quickly than snow melts. Freezing is an expected winter weather event. Freezing is most hazardous when it is associated with severe snowstorms, blizzards, or power outages. This however is not a problem in Cambridge.

13.2.5 Drifting Snow

Drifting snow impacts rarely happen in Cambridge.

13.2.6 Snow Loads

Snow can affect buildings, particularly roofs, in many ways. It can cause the collapse of roofs due to heavy snow accumulation; ice and ice dams can result in water leakage under shingles and over flashings; snow can slide from sloped roofs and skylights, endangering pedestrians; drifting around buildings can hinder access by people and vehicles, and wetting inside buildings can arise from infiltration of wind-blown snow. Snow loads on roofs depend on climatic variables such as the amount and type of snowfall, wind, air temperature, amount of sunshine, and on roof variables such as shape, thermal properties, exposure and surrounding environment. Ground loads are the basis for the estimation of roof loads.

13.3 Hazardous Materials Transportation - Movement of Goods

Hazardous materials are commonly transported by truck and rail. Transporting hazardous materials by truck and rail presents high risk of spillage, while in transit. The City of Cambridge is located on Highway 95, where heavy loads do pass through the city.

13.4 Firewise

The National Fire Protection Association's ([NEPA](http://www.nepa.org)), www.nepa.org, Firewise Communities program encourages local solutions for wildfire safety by involving homeowners, community leaders, planners, developers, firefighters, and others in the effort to protect people and property from the risk of wildfire. The program is co-sponsored by the [USDA Forest Service](http://www.fs.fed.us), www.fs.fed.us, the [US Department of the Interior](http://www.doi.gov), www.doi.gov, and the [National Association of State Foresters](http://www.stateforesters.org), www.stateforesters.org.

In order to save lives and property from wildfire, NFPA's Firewise Communities program teaches people how to adapt to living with wildfire and encourages neighbors to work together and take action now to prevent losses.

13.5 Earthquakes/Seismic Activity

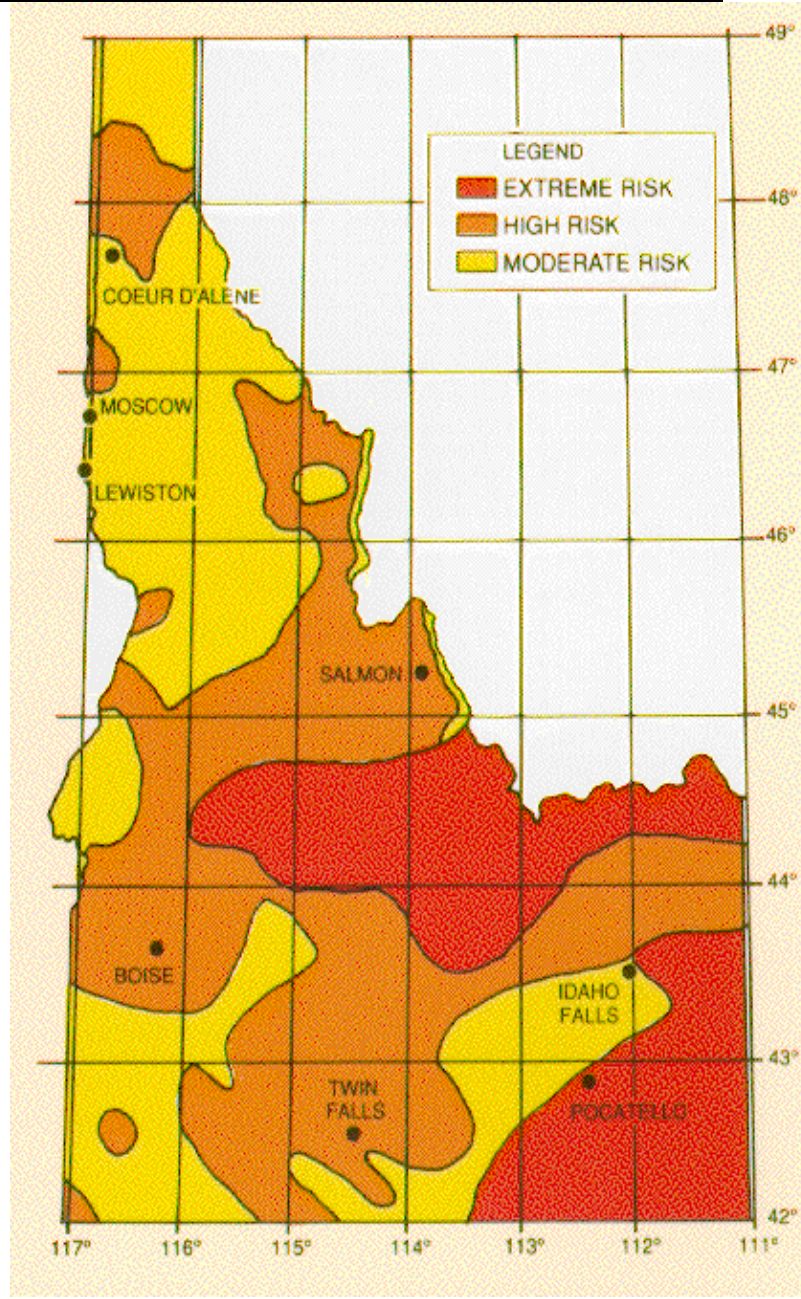
The Federal Emergency Management Agency has ranked Idaho as 5th highest in the nation for earthquake risk after California, Alaska, Nevada and Utah. Idaho has experienced two of the largest earthquakes in the lower 48 states in the last 40 years. In 1959, Hebgen Lake experienced a quake that measured 7.5 on the Richter scale, and according to Exhibit 26, the Federal Emergency Management Agency indicates that Cambridge is in a moderate earthquake risk area.

13.6 Other Potential Risks

13.6.1 Transportation of Agricultural Product

Agricultural businesses do move products within the Washington County's and the City's roadway system. In addition, slow moving (farm equipment) vehicles use the same roadway systems. It is important that drivers use extra caution when driving behind agricultural vehicles or truck loads and especially when they choose to pass.

Exhibit 26 Earthquakes/Seismic Activity And Map



13.6.2 Hazardous Materials Transportation by Truck

Construction material and other products such as gravel and hazardous materials can be transported by truck. The major concern is the possibility of the movement of materials, spills and non-covered loads. Highway 95 is the major highway through the City. Idaho Transportation of Department (ITD) is responsible for the management of Highway 95.

13.6.3 Uncovered Loads

The issue regarding uncovered loads has been a concern of many cities. There have been reported deaths due to materials coming off of trucks and trailers that are not covered. It is important that the ITD continue its efforts in requiring that all loads be covered when goods are being transported on the roadways in cities and the county.

13.6.4 Hazardous Waste Collection

The objective of efforts to reduce hazardous waste is primarily to protect public health. Keeping hazardous materials out of the landfill protects the groundwater underneath the



landfill and further reduces potential pollution liability. There are several ways of assisting citizens and businesses to manage these potentially polluting materials instead placing them in the landfill. The Washington County Road and Bridge Department has the responsibility for the collection of hazardous waste materials. The closest transfer site is between the Cities of Midvale and Cambridge. All waste that is collected is sorted and transferred to Payette County.

13.7 Disaster Services

Any plan to provide services and assistance during an emergency or disaster will require on-site technology personnel as well as carefully developed recovery and service continuity plans and technologies, including communications and collaboration systems, connectivity and database tracking systems. The following are the three emergency plans that the City of Cambridge participate. The Mayor of Cambridge is the local contact.

- a. Washington County Emergency Operations Plan
- b. Washington County Multi-Hazard Mitigation Plan
- c. Washington county Multi-Hazard Mitigation Plan Terrorism & Civil Unrest Supplement

13.8 HAZARDOUS AREAS GOALS, OBJECTIVES, AND POLICIES

GOAL 1: **Protect the public health, safety and welfare of residents and property by minimizing the impact of potential hazardous areas within the City and Area of City Impact, where reasonably possible.**

OBJECTIVE 1: Promote and strive to provide a safe community for residents and visitors.

POLICY 1: Educate the citizens about potential hazardous areas and activities in the City.

POLICY 2: Identify and take appropriate steps to reduce impacts of hazardous areas.

POLICY 3: Prevent or limit development activity in known hazardous areas.

POLICY 4: Work with the appropriate agencies to develop an emergency evacuation plan.

CHAPTER FOURTEEN – PUBLIC AIRPORT FACILITIES

Midvale Airport is the closest airport to the City being approximately 9 miles south. Cuddy Meadows is a privately owned airport 16.5 miles northwest and consists of one grass runway.

Other airports include the City of Council Airport 23.6 miles distant, the City of Weiser Airport at 32.8 miles, and the Boise Airport at 105 miles from the City.

CHAPTER FIFTEEN – NATIONAL INTEREST ELECTRICAL TRANSMISSION CORRIDORS

Transmission lines are usually located on easements that Idaho Power acquires from private property owners. There is no plan to implement any electrical transmission corridors that affect the City of Cambridge.

CHAPTER SIXTEEN – AGRICULTURE

16.1 INTRODUCTION

Prime farmland soils are defined in the USDA-NRCS Title 430 National Survey Handbook, issued November 1996, as follows:

Prime farmland is land that has the best combination of physical and chemical characteristics for producing food, feed, forage, fiber, and oilseed crops and that is available for these uses. It has the combination of soil properties, growing season, and moisture supply needed to produce sustained high yields of crops in an economic manner if it is treated and managed according in acceptable farming methods.



Prime farm lands consist of sandy loams, loams, and silt loams soils with 0-7 percent slopes. Sand and Loamy sand as well as sandy loams, loams, and silt loams soils with greater than 7 percent slopes are not considered as prime farm land classifications.

In general, prime farmland has an adequate and dependable water supply from precipitation or irrigation, a favorable temperature and growing season, an acceptable level of acidity or alkalinity, an acceptable content of salt or sodium and a few or no rocks. Its soils are permeable to water and air. Prime farmland is not excessively eroded or saturated with water for long periods of time, and it either does not flood frequently during the growing season or is protected from flooding.

16.2 FARM CENSUS

According to the 2012 Farm Census, the number of farms in Washington County slightly decreased from 594 to 559 in 2012, and the amount of acreage in agricultural use increased from 417,092 to 426,494 in 2012. Market Value of Products Sold increased from \$42,994,000 in 2007 to \$75,377,000 in 2012. Washington County ranks in #4 fruits, tree nuts, and berries, #13 cattle regards to the value of sales by commodity and group and #11 in corn for grain in regards to top crop items in areas in the State of Idaho.

16.3 SOILS

Soils Types within the City of Cambridge are listed in Exhibit 28, and the Legend in Exhibit 27.

EXHIBIT 27 - NRCS Impact Area Soil Classifications Legend

Soil Classifications

Map Symbol	Prime Farmland Code	Soil Map Unit Name
24	1	Brownlee Sandy Loam, 4 to 8 percent slopes
32	2	Catherine Silt Loam, 0 to 3 Percent slopes
39	1	Dagor Loam, 2 to 4 percent slopes
110	4	Langrell Loam, 0 to 2 percent slopes
111	4	Langrell Gravelly Loam, 0 to 3 percent slopes
133	1	Meland Silt Loam, 4 to 8 percent slopes
137		Non-prime, shallow mixed soils, 4 to 30 percent slopes
141	1	Midvale Silty Clay Loam, 0 to 2 percent slopes
142	1	Midvale Silty Clay Loam, 2 to 4 percent slopes
143	1	Midvale Silty Clay Loam, 4 to 8 percent slopes
149		Non-prime, steep slopes
155	1	Newell Clay Loam, 0 to 2 percent slopes
176		Non-prime, Shallow Soil, Stoney
179		Non-prime, River wash
189	y	Shoepeg Loam, 0 to 3 percent slopes
190	1	Shoepeg Silty Clay Loam, 0 to 3 percent slopes

This topographic map of Cambridge, Minnesota, displays the town's location relative to surrounding water bodies and terrain. The town of Cambridge is centrally located, with the Weiser River flowing through its eastern and southern portions. To the west, Spring Creek and Pine Creek are visible, while Rush Creek is situated to the north. The map features numerous elevation contours, with values ranging from 32 to 190 feet. Key infrastructure, including a railroad line and several roads, are depicted. A legend on the right side of the map provides symbols for water, marsh, and other geographical features. A north arrow and a scale bar are also included for reference.

16.4 SUMMARY

The agricultural base is very important to the City of Cambridge and to Washington County. The major concern is that economic development should not infringe on traditional agricultural requirements, such as water and grazing rights. The City of Cambridge is surrounded by agricultural lands. Most of the crops surrounding the City of Cambridge are alfalfa, spring and winter wheat.

16.5 AGRICULTURE GOALS, OBJECTIVES, AND POLICIES

GOAL: Recognize that agriculture is an important economic resource to the City of Cambridge and to Washington County.

OBJECTIVE 1: Protect agricultural soils and areas of contiguous agricultural activity.

POLICY 1: Encourage development that is designed to preserve open space and valuable agricultural land.

GLOSSARY

Absentee Owner – A property owner that doesn't live in the jurisdiction where they own property.

Accommodate - The ability of the community to adapt to change; particularly the ability of the community to meet the needs of future populations.

Affordable Housing - A general rule for determining housing affordability is that the sum total annual rent and other housing payments (including utilities) should not exceed 30% of gross household income. Lending institutions use a slightly different definition to determine whether housing is affordable for a prospective homeowner; that is, the total annual payment (principal, interest, taxes, and insurance) should not exceed 26-28% of the homeowner's gross annual income. Lending institutions also consider the homeowner's total indebtedness, determining that housing costs plus all other indebtedness should not exceed 33-36% of the homeowner's income.

Agriculture Land – The use of land for farming, dairying, pasturage, agriculture, horticulture, floriculture, viticulture, animal and poultry husbandry and the necessary accessory uses for parking, treating or storing the produce.

Annexation - The incorporation of a land area into an existing City with a resulting change in the boundaries of that City.

Apartment unit – One or more rooms

Area of City Impact - Required by state law (§67-6526) requires cities to specify an area outside the City limits which it expects to annex or is part of its trade area. Land use authority for this area is negotiated between the City and county.

Bikeway - A facility designed to accommodate bicycle travel for recreation or commuting purposes. This is not always a separate facility but can be designed to be compatible with other travel modes.

Buffer - An area designed to provide attractive space or distance, obstruct undesirable views or generally reduce the impact of adjacent development.

Capital Improvement Program (CIP)- A proposed timetable or schedule of all future capital improvements to be carried out during a specific period and listed in order of priority, together with cost establishments and the anticipated means of financing each project.

Central Business District (CBD) - The major shopping center within a City usually containing, in addition to retail uses, governmental offices, service uses, professional,

cultural, recreational and entertainment establishments and uses, residences, hotels and motels, appropriate industrial activities, and transportation facilities. This area is located within the Downtown area of the City.

Circulation - Systems, structures and physical improvements for the movement of people, goods, water, air, sewage, or power by such means as streets, highways, railways, waterways, towers, airways, pipes, and conduits, and the handling of people and goods by such means as terminals, stations, warehouses, and other storage buildings or transshipment points.

Commercial - The distribution, sale, or rental of goods and the provision of other services.

Community - Used interchangeably to speak of the total planning area (verses the City or urban fringe) or an attitude such as "... a sense of community..." which implies a common identification on an issue by a group of citizens.

Community Parks - Community parks are large and intended to provide facilities of general community interest. These parks should provide for active and passive recreation for all ages and for family and organized recreation. They should be centrally located and readily accessible with approximately 3.5-acres per 1,000-people.

Compatible Design – The visual relationship between adjacent and nearby buildings and the immediate streetscape, in term of a consistency of material, colors, building elements, building mass and other constructed elements of urban environments, such that abrupt or serve differences are avoided.

Comprehensive Plan - A general policy statement of the City, including a general land use map, which integrates all functions, natural systems and activities relating to the use of land, which is required by Idaho State Statue (§67-6508).

Community Character - The features that define the built and natural environment within the community help to create its character. These include historic buildings, natural stream corridors, woodlands, residential neighborhoods of different types, building density and orientation (auto- or pedestrian-oriented), and the scale and quantity of signage.

Community of Place – A dynamic, diverse, compact and efficient center that has evolved and maintained at a human scale, with an easily accessible central core of commercial and community services, residential units and recognizable natural and built landmarks and boundaries that provide a sense of place and orientation.

Condominium – all the owners on a proportional, undivided basis own a building or group of buildings, in which dwelling units, offices or floor area are owned individually and structure, common areas and facilities.

Density – the overall average number of dwelling units located on the gross or new residential acreage (as applicable) contained within the development and calculated on a per-acre basis.

Density (Gross) – calculated by dividing the total number of units by the total acreage.

Density (Net) – calculated by dividing the [total number of units] by the [total acreage minus all publicly dedicated land].

Design Standards – the standards that set forth specific improvement requirements.

Development - Making a material change in the use or appearance of a structure or land, dividing land into two or more parcels, creating or terminating a right of access.

Development Agreement - The Local Land Use Planning Act allows cities and counties to use development agreements, which require an owner or developer to make a written commitment concerning the use or development of the subject parcel as a condition of rezoning. The agreements are binding and recorded so as to bind subsequent owners.

Diversity/Difference - Diversity implies the mixture of land use and /or densities within a given area.

Duplex - A building containing two single-family dwelling units separated from each other by an unpierced wall extending from basement to roof.

Dwelling – A building used exclusively for residential occupancy, including single-family dwellings, two-family dwellings and multi-family dwellings.

Dwelling, multi-family – A dwelling containing three (3) or more dwelling units, not including hotels, motels, fraternity or sorority houses and similar group accommodations.

Dwelling, single-family – A building designed exclusively for occupancy by one (1) family, but not including mobile homes, otherwise provided herein.

Dwelling, single-family attached – A residential building containing dwelling units, each of which has primary ground floor access to the outside and which are attached to each other by party walls without openings. The term is intended primarily for such dwelling types as townhouses and duplexes.

Dwelling, single-family detached – a single-family dwelling, which is not attached to any other dwelling or building by any means, excluding mobile homes and manufactured housing situated on a permanent foundation.

Dwelling, two-family – A building occupied by two (2) families living independently of each other.

Dwelling unit – one (1) or more rooms and a single kitchen and at least one (1) bathroom, designed, occupied or intended for occupancy as separate quarters for the exclusive use of a single family for living, cooking and sanitary purposes, located in a single-family, two-family or multi-family dwelling or mixed-use building.

Easement – a right to land generally established in a real estate deed or on a recorded plat to permit the use of land by the public, a corporation or particular persons for specified uses.

Economic Base - The production, distribution and consumption of goods and services within a planning area. Comment: Economic base, as used in planning is commonly thought of as the sum of all activities that result in incomes for the area's inhabitants. The definition, however, is significantly broad to include all geographic and functional elements, which may have an impact on the planning area, although not physically part of the area.

Economic Development - The addition of a new economic activity.

Environmental Protection Agency (EPA) - EPA is the federal source agency of air and water quality control regulations affecting a community.

Established Areas - An area where the pattern of development has been fixed and where this pattern is anticipated to be valid over the planning period. Generally all developed areas within the City limits, which are considered to be established at this point in the planning process.

Farm Animals – animals commonly raised or kept in an agricultural, rather than an urban, environment, including but not limited to, chickens, pigs, sheep, goats, horses, cattle, llamas, emus, ostriches, donkeys and mules.

Floodplain - Lands, which are within the floodway and the floodway fringe.

Floodway - The channel of a river or other water course and the adjacent land areas that must be reserved in order to discharge the base flood without cumulatively increasing the water surface elevation more than one foot.

Flood, 100 Year - A flood with a 1% chance of occurring in any given year. This is the flood most commonly used for regulatory purposes.

Freeway - A divided arterial highway designed for the unimpeded flow of large traffic volumes. Access to a freeway is strictly controlled and intersection grade separations are required.

Goal - A statement of intention expressing community values and attitudes intended to provide a guide for action by the community.

Greenway/Greenbelt - An open area, which may be cultivated or maintained in a natural state surrounding development or used as a buffer between land uses or to mark the edge of an urban or developed area.

Group Home - “Group Home” means a small homelike facility staffed by qualified professionals, and designed to fit into the neighborhood. The purpose of the facility is to provide living quarters and services for people having a particular disability.

Home Occupation - An Occupation carried on in a dwelling unit by the resident thereof; provided that the use is limited in extent and incidental and secondary to the use of the dwelling unit for residential purposes and does not change the character thereof.

Housing Units – Where a person lives/dwells.

Incompatible Land Uses - The location of a more-intensive land uses adjacent to less-intensive land uses.

Impact - The consequences of a course of action; the effect of a goal, guideline, plan, or decision.

Impact Fees - A fee, levied by local government on new development, so that the new development pays a proportionate share of the cost of the facilities needed to service that development.

Implementation Programs - Actions, procedures, or techniques that carries out the Comprehensive Plan policy through implementing a standard. Each policy is linked to a specific action-oriented implementing program.

Infill Development - See Odd-Lot Development.

Infrastructure - Facilities and services needed to sustain industry, commercial and residential activities (e.g. water and sewer lines, streets, roads, fire stations, parks, etc.).

Land Development Regulations - Generally, all ordinances and other tools (policies) used by the City/county to manage land use.

Land Use - A description of how land is occupied or utilized.

Land Use Map – A map showing the existing and proposed location extent and intensity of development of land to be used in the future for varying types of residential, commercial, industrial, agricultural, recreational, educational and other public and private purposes or combination of purposes.

Livability - Those aspects of the community, perceived by residents, which make community a nice place to live.

Long Range - Refers to a time span of more than five years.

Maintain - Support, keeps, or continues in an existing state or condition without decline.

Manufactured Home - A double wide structure with a Department of Housing and Urban Development (HUD) label certifying that it was constructed in accordance with the National Manufactured Housing Construction and Safety Standards Act of 1974.

Master Plan - A comprehensive long-range plan intended to guide the growth and development of a community or region and one that includes analysis, recommendations and proposals for the community's population, economy, housing, transportation, community facilities and land use.

Mixed Use – Properties on which various uses, such as office, commercial, institutional and residential, are combined in a single building or on a single site in an integrated development project with significant functional interrelationships and a coherent physical design. A “single site” may include contiguous properties.

Mobile Home - A singlewide structure, which is constructed for movement on the public highways that has sleeping, cooking, and plumbing facilities, intended for human occupancy, which was constructed between January 1, 1962 and June 15, 1976.

Multi-Use Building - A building containing two or more distinct uses.

Natural Hazard - A natural characteristic of the land or combination of characteristics which, when developed without proper safeguards, could endanger the public health, safety, or general welfare.

Neighborhood - A local area whose residents are generally conscious of its existence as an entity. In planning literature, a “neighborhood unit” is a planned residential area organized on the principle that elementary schools, parks, playgrounds, churches and

shopping are within walking distance of each residence. Heavy traffic is routed around the neighborhood, not through it.

Neighborhood Parks - A neighborhood park is medium sized, containing facilities primarily of interest to the immediate neighborhood. Facilities for a variety of activities should be provided. They should be approximately 2-acres per 1,000 residents.

Objective - The objective statement defines the meaning of the goal; describes how to accomplish the goal, and suggests a method of accomplishing it. It advances a specific purpose, aim, ambition or element of a goal. It can describe the end state of the goal, its purpose, or a course of action necessary to achieve the goal.

Odd- Lot Development - The development of new housing or other buildings on scattered vacant sites in a built up area.

Off -Street Parking - A temporary storage area for motor vehicles, that is directly accessible to an access aisle and which is not located on a dedicated street right-of-way.

On-Street Parking - A temporary storage area for motor vehicles, which is located on a dedicated street right-of-way.

Open Space (Usable) – Any open land that is predominantly lacking in structural development. Open space includes natural areas, wetlands and open water, wildlife habitats, areas of managed production of resources such as farmlands and grazing areas, open areas requiring special management or regulation to protect public health and safety, and outdoor recreational areas. The term “open space”.

Pedestrian Walkway (Sidewalk) - A secured path for walking.

Planning Period - The period of time between 2005 and the year 2025 pertaining to the comprehensive plan.

Planned Unit Development (PUD) – A project of a single owner or a group of owners acting jointly, involving a related group of residences, businesses, or industries and associated uses. Planned as a single entity, the project is subject to development and regulations as one (1) land-use unit rather than as an aggregation of individual buildings located on separate lots. The planned unit development includes usable, functional open space for the mutual benefit of the entire tract; and is designed to provide variety and diversity through the variation of normal zoning and subdivision standards so that maximum long-range benefits can be gained, and the unique features of the development or site preserved and enhanced while still being in harmony with the surrounding neighborhood. Approval of a planned unit development does not eliminate the requirements of subdividing and recording a plat.

Policy - A decision-making guideline for actions to be taken in achieving goals. The policy is the official position of the City related to a given land use issue. Policies guide actions in recurring situations.

Public Land - Land owned by local, state, or federal government, used for purposes which benefit public health, safety, general welfare and other needs of society.

Public Participation - The active and meaningful involvement of the public in the development of the comprehensive plan.

Public Facility and Utilities - Refers to key facilities, types and levels of the following: fire protection, police protection, schools, libraries, sanitary facilities, storm drainage facilities, government administrative services, energy and other services deemed necessary by the community for the enjoyment of urban life.

Quality of Life - Those aspects of the economic, social and physical environment that make a community a desirable place in which to live or do business. Quality of life factors include those such as climate and natural features, access to schools, housing, employment opportunities, medical facilities, cultural and recreational amenities, and public services.

Residential Area - A given area of the community in which the predominant character is residential. Uses, which support residential activity such as parks, churches, schools, fire stations, and utility substations, may also be permitted. In certain instances, existing lots of record and development patterns may exceed comprehensive plan densities.

Review - An inspection or examination for the purpose of evaluation and the rendering of an opinion or decision. Review by the City may involve public hearings, formal approval or denial of development proposals, etc., as provided for in City ordinances.

Right-of-Way (ROW) - The lines that form the boundaries of a right-of-way.

Rural Character - The acknowledgment of the role of agriculture and the responsibility of those who use the land for that purpose. Rural areas include the mixture of agricultural uses, green fields, open space, rangeland, forest, high desert and other rural land characteristics with minimum residential development, unless it's associated with agricultural land use. County land use ordinances, such as, subdivision, planned unit developments and planned communities, may not threaten rural character; however, ordinances should take in account these attributes. To minimize the impacts to rural character, buffer zones, open space or better landscaping guidelines should be considered.

Rural Lands - All lands, which are not within an urban growth area and are not designated as natural resource lands having long-term commercial significance for production of agricultural products, timber, or the extraction of minerals.

Scenic Byway Program - Roadways that provide an enjoyable and relaxing experience or that offer cultural or historical enrichment to travelers are legislatively designated as part of a Scenic Byway System. Scenic byways are typically secondary roads having significant cultural, historic, scenic, geological, or natural features. They often include vistas, rest areas, and interpretive sites in harmony with the scenic characteristics of the road. The Federal-Aid Highway Program includes limited funding for such statewide systems.

Sense of Place – The characteristics of an area that makes it readily recognizable as being unique and different from its surroundings and having a special character and familiarity.

Street, Alley – A minor or secondary way that is used primarily for vehicular service access to the back of properties otherwise abutting on a street.

Street, Arterial - A street, which functions primarily to move large volumes of traffic and secondarily to provide access to abutting property. It is usually a continuous thoroughfare, which connects major traffic generators. Curb cut, driveway and other regulations control access to adjacent properties.

Street, Collector - A street, which functions primarily to move traffic from local streets to the arterial street system. It secondarily supplies abutting properties with the same degree of service as a local street.

Street, Local - A street, which is intended solely for access to adjacent properties within local areas.

Strip Commercial and Industrial - A development pattern characterized by lots in a continuous manner fronting on streets and resulting in numerous access points to the street.

Subdivision - The division of a lot, tract or parcel of land into two or more lots, tracts, parcels or other divisions of land for sale, development or lease.

Sustainable - Being able to be maintained at a certain rate or level

Telecommuting - An arrangement in which a worker is at home or in a location other than the primary place of work, and communicates with the workplace and conducts work via wireless or telephone lines, using modems, fax machines, or other electronic devices in conjunction with computers.

Transitional Use – A permitted use or structure of an intermediate intensity of activity or scale and located between a more-intensive or less-intensive use.

Urban – Is all population and territory within the boundaries of urbanized areas and the urban portion of places outside of the urbanized area that have a decennial census population of 2,500 or more. (U.S Census Bureau).

Urban Area – A highly developed area that includes, or is appurtenant to, a central City or place and contains a variety of industrial, commercial, residential and cultural uses.

Urban Land - Land that is developed at urban densities or that has urban services.

Urban Service Boundary - That area that can be served economically and efficiently by City utilities.

Walkable – A distance of one-quarter (1/4) mile or within a five (5) to ten (10) minute walk.

Walkway – A) A right-of-way dedicated to public use that is not within a street right-of-way, to facilitate pedestrian access through a subdivision block by means of a hard surface path.
 B) Any portion of a parking area restricted to the exclusive use of pedestrian travel.

Wireless Telecommunications Equipment – Any equipment used to provide wireless telecommunication service, but which is not affixed to or contained within a wireless telecommunication facility, but is instead affixed to or mounted on an existing building or structure that is used for some other purpose. Wireless telecommunication equipment also includes a ground mounted base station used as an accessory structure that is connected to an antenna mounted on or affixed to an existing building.

Wireless Telecommunication Facility - Any freestanding facility, building, pole, tower or structure used to provide only wireless telecommunication services, and which consists of, without limitation, antennae, equipment and storage and other accessory structures used to provide wireless telecommunication services.

Wetlands - Areas that are inundated or saturated by surface water or ground water at a frequency and duration sufficient to support, and that under normal circumstances do support, a prevalence of vegetation typically adapted for life in saturated soil conditions. Wetlands generally include swamps, marshes, bogs, and similar areas. Wetlands do not include those artificial wetlands intentionally created from non-wetland sites, including, but not limited to, irrigation and drainage ditches, grass-lined swales, canals, detention facilities, wastewater treatment facilities, farm ponds, and landscape amenities. However, wetlands may include those artificial wetlands intentionally created from non-wetland areas created to mitigate conversion of wetlands, if permitted by the county or the City.

Zero-Lot Line – A detached single-family unit distinguished by the location of one exterior wall on a side property line.

Zone - The smallest geographically designated area for analysis of land use activity. An area or region set apart from its surroundings by some characteristic.

Zoning Map - The maps, which are a part of the zoning ordinance, delineate the boundaries of zone districts.